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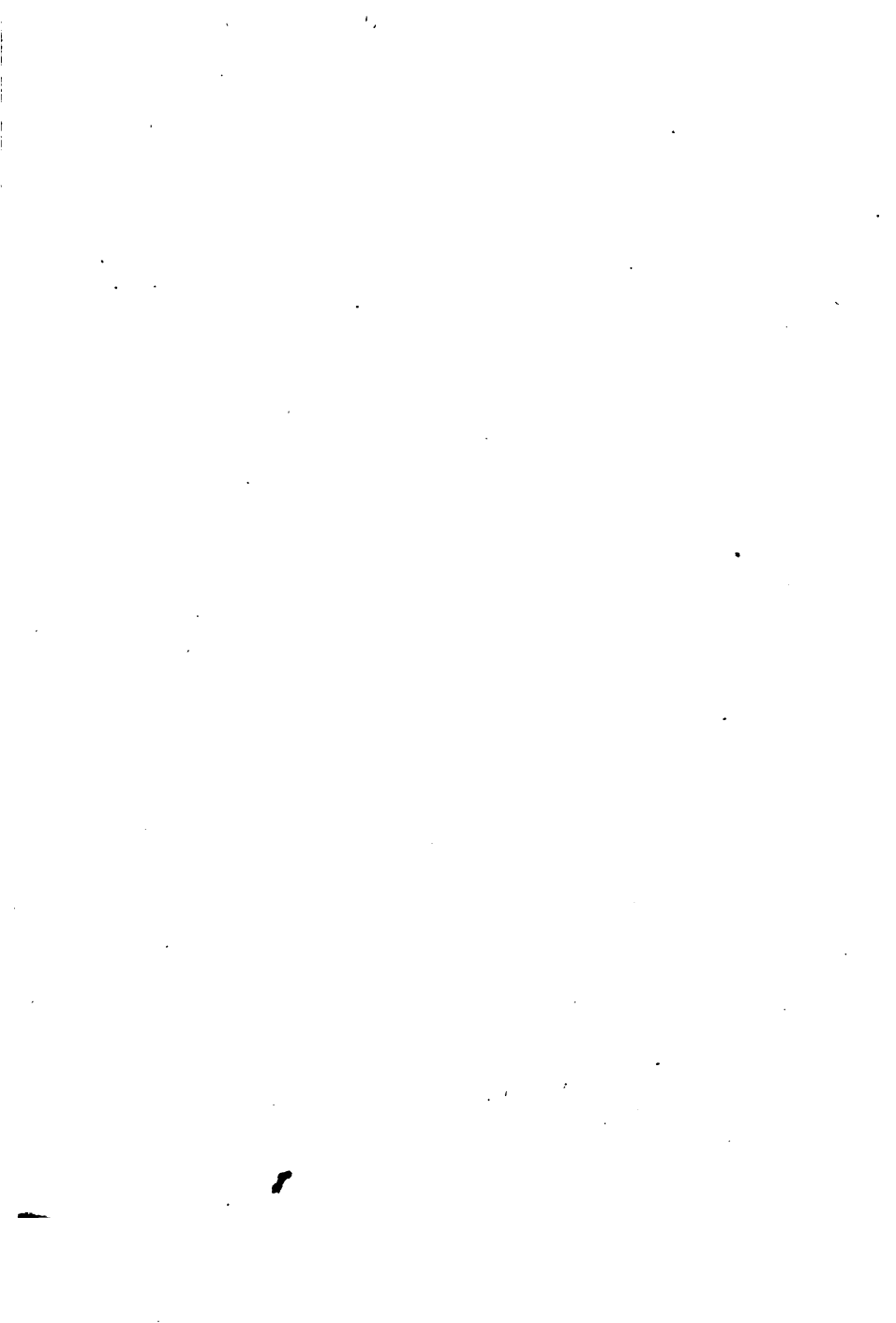


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from
Recd, Feb. 16, '94.
NEW ORLEANS
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GUIDE,

WITH DESCRIPTIONS OF THE ROUTES TO NEW ORLEANS,
SIGHTS OF THE CITY ARRANGED ALPHABET-
ICALLY, AND OTHER INFORMATION
USEFUL TO TRAVELLERS;

ALSO,

OUTLINES OF THE HISTORY OF LOUISIANA,

BY

JAMES S. ZACHARIE,

MAP OF NEW ORLEANS.

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THE WORLD'S Industrial & Cotton Centennial Exposition.

OFFICIAL.

DIRECTOR-GENERAL'S OFFICE.

The *New Orleans Guide and Exposition Hand-Book*, published by James S. Zacharie, is hereby declared to be the OFFICIAL GUIDE of the World's Industrial and Cotton Centennial Exposition, and is recommended to all visitors for information relating to the City of New Orleans and the Exposition.

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OFFICIAL INFORMATION FOR STRANGERS.

In order to accommodate and protect visitors the Board of Management of the World's Exposition has organized the

DEPARTMENT OF INFORMATION AND ACCOMMODATION.

Office, No. 104 Gravier street, between St. Charles and Carondelet streets. Open day and night. All information and services rendered without cost. B. T. Walshe, Chief of Department.

The Department has prepared lists of houses with furnished rooms, with board and without board, prices, rates of board; also large maps of the city, showing location of hotels boarding houses, street car lines, railroad depots, landings and other points of interest to strangers. Under the rules adopted, references have been required in each instance before registering a house, in order to secure satisfactory and reliable accommodations. These lists have been carefully prepared, and strangers, on application, can at all times obtain, free of charge, any information desired.

Annexed to the office is a large waiting-room, open day and night, for the use of strangers, where they can rest while one of their party is out selecting accommodations. The use of this waiting-room, and all services rendered visitors, is free of all charge.

ON ARRIVAL.

We think it highly important to warn visitors against so-called boarding house agents, and persons in and about the railroad depots offering advice to visitors. They will best consult their interest by prompt application to this Department on arrival, where every effort will be made by the Chief of the Department and corps of clerks provided by the Board of Management to secure not only their comfort, but throw around them all the official protection possible.

We have 535 miles of streets, all parts of which are easy of access by the admirable street car system of New Orleans (fare five cents); and on these various streets are located the residences of the citizens with whom we have arranged to board and lodge the thousands of strangers coming to the Exposition.

HOW TO REACH THIS OFFICE.

Visitors on incoming trains will be notified by the train conductor where and how to find this Department, and they can take cars from that depot to Canal street, two squares distant from this office; while most of the lines from the depots deliver them within a few steps of our doors. The office is located in the center of the city near the St. Charles Hotel, and four squares from the Levee. The Jackson street cars from the Jackson railroad depot and the Morgan railroad depot, pass within a half square of the office. The fare in each case is five cents, to be deposited by passengers in fare box on entering the car. The street cars of New Orleans are run on this system, without conductors.

STREET RAILROADS.

The fare by street cars from the remotest part of the city to the Exposition Grounds—a distance of about ten miles—is ten cents; while from the business centre, Canal street, to the grounds, is five cents, and a like sum for returning.

HOTELS.

In addition to the above, our best hotels will not advance their rates. Other hotels in the city, as also those now in course of erection in the vicinity of the Exposition Grounds, will charge from \$2 to \$3 per day, according to location of rooms.

BOARD AND LODGING.

The rates for board and lodging, or furnished rooms, will vary according to location and style of entertainment.

Furnished rooms will be, for each person, from fifty and seventy-five cents per day and \$12 to \$15 per month, up to and including \$2 per day and \$40 to \$50 per month.

Board and lodging will be about double the above, or \$1.50 per day and \$30 per month, up to \$3.50 per day and \$60 to \$85 per month.

OFFICIAL EXPOSITION GUIDE.

These rates will prevail during the entire period of the Exposition, and we are assured that there will be no lack of comfortable accommodations at these prices.

BAGGAGE DELIVERY.

The New Orleans Express Company, office No. 175 Common street, deliver and call for baggage in all parts of the city. Rates for fifty squares or less, one piece fifty cents; each additional piece twenty-five cents. Over fifty squares, any part of the city, one piece, seventy-five cents; each additional piece forty cents. For all baggage the company gives claim checks and are fully responsible.

The New Orleans Transfer Company, office 117 Common street, also deliver and call for baggage. The company gives claim checks, is fully responsible and their tariff of charges are given in detail on page 22.

Hack and Cab Tariff.—See page 24.

Table of Distances.—See page 23.

Hotel List.—See page 26.

Restaurants.—See page 26.

Baths.—See page 26.

Telegraph Service.—See page 26.

Express Office.—No. 18 Union street, near St. Charles street.

LOCATION OF THE EXPOSITION.

The World's Exposition is located in the upper part of the city in the Upper City Park, situated between the Mississippi River and St. Charles avenue and distant 4 15-100 miles from Canal street, the centre of the city.

HOW TO REACH THE GROUNDS.

Various lines of street railroads lead to the gates of the Exposition; fare five cents (See page 1.) Various fast steamboats leave the landing at the head of Canal street; fare ten to twenty-five cents; time forty minutes. (For hours and fares see daily papers.)

ACCOMMODATION ON THE GROUNDS.

The Department of Public Comfort is well organized and good refreshments and meals can always be obtained at moderate prices. Toilet rooms for ladies and gentlemen, are arranged in each of the buildings. Baggage check rooms are provided at various points on the grounds, so that strangers intending to spend only one day at the Exposition can take the street cars at the depot direct to the Exposition, leave their baggage in the baggage room, take their meals at one of the restaurants on the grounds, visit the Exposition all day and return home the same night.

OVER THE LAKE.

THE GULF COAST BETWEEN NEW ORLEANS AND MOBILE.

In addition to the accommodation listed on our books in the city, we have accommodations both in furnished houses, as also boarding places on the lake shore, within easy distance by rapid daily special trains, to and from the city, for the convenience of visitors to the Exposition. On these trains the fare will be one cent per mile, by buying:

Ten trip tickets, New Orleans to Waveland, or Bay St. Louis.....	\$ 5 20
“ “ “ “ Pass Christian.....	5 80
“ “ “ “ Mississippi City.....	7 10
“ “ “ “ Biloxi.....	8 00
“ “ “ “ Ocean Springs.....	8 40

Persons so living over the lake can breakfast and tea at home, and their dinner can be had on the grounds, served in first-class style at moderate prices; or parties so desiring can dine in one of the many French restaurants, for which New Orleans is so justly celebrated.

Approved:

E. A. BURKE,
Director-General.

B. T. WALSHE,
Chief of Department.

THE EXPOSITION.

LOCATION.—The Exposition is located in the upper part of the city, in what is known as the Upper City Park, distant four miles from Canal street, the centre of the city. The Park fronts on the Mississippi River, and extends back to St. Charles avenue, comprising in all 249 acres of grounds, with groves of gigantic old live oaks, the branches of which are loaded with Spanish moss, a sort of parasite growth of a dull gray color and of velvety softness.

ENTRANCES TO THE EXPOSITION GROUNDS.—There are five entrance gates to the Exposition grounds. *The Main Entrance*, opposite the main building, on the Exposition Boulevard, near Magazine street; the *Prytania Entrance*, in the rear of the Government and States' building, at the head of Prytania street line of cars; the *Magazine Street Entrance*, opposite the Horticultural Hall, at the head of the Magazine street cars; the *St. Charles Avenue Entrance*, opposite the Government and States' building, on St. Charles avenue; the *River Entrance*, at the upper corner of the Park, near the Mississippi river.

ROUTES TO THE EXPOSITION.—The following are the various routes to the Exposition, starting from Canal street (the central part of the city) the time on each varying from thirty-five to forty-five minutes. Cars run at intervals of five minutes:

Coliseum Street Cars (green) to the Main Entrance, on the Exposition boulevard, near Magazine street, starting from the Mobile Depot (L. & N. R. R.) at the foot of Canal street, thence along Canal street, up Carondelet and Coliseum streets. Fare, five cents.

Magazine Street Cars (green) to the Magazine street entrance and the Main entrance, starting on Canal street from the river side of Clay statue, up Camp and Magazine streets. Fare, five cents.

Prytania Street Cars (yellow) to Prytania entrance, starting on Canal street from the river side of Clay statue, up Camp and Prytania streets. Fare, five cents.

St. Charles Avenue Cars (green) to St. Charles avenue entrance, starting from the corner of Canal and Baronne streets, up Baronne street and St. Charles avenue. Quick transit, part of the way by steam. Fare, ten cents.

Tchoupitoulas Street Cars (green) to Magazine street entrance, starting from the corner of Canal and Chartres streets, up Tchoupitoulas street. Fare five cents.

River Route, by steamboat on the Mississippi river, starting from the foot of Canal street, to the landing at the River entrance of the Exposition grounds. The trip takes forty-five minutes and affords a fine view of the city and harbor. For hours of starting and rates, see advertisements in the daily papers.

Carriage Route.—Up St. Charles avenue to St. Charles avenue entrance, distant 4 15-100 miles from the Clay Statue on Canal street. Asphalt

pavement part of the way, affording an easy drive through the handsomest residence portion of the city.

ADMISSION.—The Exposition opens daily (Sundays included) 9 A.M. and closes at 10 P.M. At night the grounds and buildings are lighted with electricity. Admission 50 cents for each person. Children carried in arms are admitted free; all other children are charged full rate. At each gate cashiers furnish change to an amount not exceeding five dollars. No money is received in payment of the admission fee, except the United States silver half-dollars. On Sundays, admission 25 cents.

PUBLIC COMFORT.—The department of public comfort is well organized and various restaurants and retiring rooms are to be found on the grounds. Wheel chairs are hired at 40 cents an hour, 60 cents an hour with attendant. Telegraph, telephone and railroad ticket offices in the buildings.

GENERAL VIEW OF THE EXPOSITION.—Entering the grounds at the Main Gate on the Exposition Boulevard, the visitor finds himself on a wide avenue, bordered with orange trees and ornamented with fountains, at the end of which rises before him the imposing front of the Main Building over a quarter of a mile long; on his right a lake with a stand pipe on an island to supply the fountains, and beyond the Government and States' Building, 885 feet long, the cattle sheds, the electric railway, the Grand Rapids furniture building; to the left of the main entrance the Art building, the Horticultural Hall with its glass roof nestled among the old oaks, and the octagon building of the Mexican Commission; in the distance, on the extreme left, the Mexican Barracks, an odd and attractive building with its plaza of Mexican gardens.

ORIGIN OF THE EXPOSITION.

At a meeting of the National Cotton Planters' Association, held in 1882 under the presidency of Frank C. Morehead, Esq., it was determined to celebrate, in 1884, the centennial anniversary of the first shipment of raw cotton to England, by holding an exposition wherein cotton, the implements for raising cotton, its manufacture, and manufactures of cotton would be exhibited. The project became gradually enlarged until the scope was extended to include machinery and manufactures of all kinds, and also artistic treasures. The great desire to extend the trade with Mexico and the countries south of the United States led to the idea of making the enterprise not exclusively southern, but national in its character. The Congress of the United States, favoring the project, passed on February 10th, 1883, an act to create the

World's Industrial and Cotton Centennial Exposition.

All the nations of the world were invited to contribute exhibits, and the city of New Orleans was designated by a proclamation of the President of the United States as the place to hold the Exposition.

The President appointed a Board of Management, and also Commissioners from the various States of the Union. To comply with the terms of the act, a stock company was organized by the citizens of New Orleans

under the general corporation laws of Louisiana, and the sum of \$500,000 was subscribed. Colonel Edward Richardson, a wealthy cotton manufacturer, of New Orleans and the largest cotton planter of the United States, was elected president, Major E. A. Burke, State Treasurer of Louisiana and leading proprietor of the Times-Democrat newspaper, was elected Director-General, and Frank C. Morehead Esq. as Commissioner-General.

Congress, deeming the Exposition of National importance, loaned the sum of \$1,000,000, and the State of Louisiana and the City of New Orleans \$100,000 each, the citizens of New Orleans subscribed \$500,000, and Mexico appropriated \$200,000 for a special exhibit. After much deliberation the Upper City Park was selected as the site, and the plans of Mr. Torgeson, an architect of Mississippi, were accepted. The Exposition company at once commenced to erect the buildings with their own force, and let some contracts for the small buildings.

MAIN BUILDING.—Near the centre of the Park, the Main Building was erected of wood in the form of a solid block. The building, two stories high with galleries, measures 1378 feet front by 905 feet deep, and is the largest building ever constructed. It covers 1,656,030 square feet, equal to about thirty-three acres. To give an idea of its size and how much larger it is than all other exhibition buildings, the following figures are given:

The Crystal Palace Exhibition of 1851.....	989,884 sq. ft.
The London Exhibition of 1862.....	1,400,000 “
The Paris Exposition of 1855.....	545,934 “
The Paris Exposition of 1868.....	456,923 “
The Vienna Exposition of 1873.....	430,500 “
The Atlanta Exposition of 1881.....	107,520 “
The Louisville Southern Exposition of 1883-84.....	677,400 “
The Centennial Exposition of 1876 (main building)...	872,320 “
The World's Industrial and Cotton Exposition of 1884-85, main building alone.....	1,656,030 “

In entering the building by the main entrance, the visitor is immediately struck by the size of the building. Before him is the arched Music Hall, with a seating capacity of 11,000 persons. At one end is a large organ, and here daily concerts are given. In the naves to the right and left of the entrance, are placed exhibits from the United States. In the corresponding naves in the rear of the Music Hall, is the machinery. In the aisles, connecting these front and rear naves, are placed the foreign exhibits. In the aisles to the right of the Music Hall, are the exhibits of Prussia, Germany, Belgium and Turkey; in those to the left are Austria, Hungary, Italy, France, Great Britain, Japan, Jamaica, British Honduras and Mexico. At night, the building is lighted by 800 electric arc lights and 4,000 Edison lights. In the central tower are a set of chimes, played daily, and upon this tower, accessible by an elevator, a magnificent view of the river is to be

obtained, winding like a huge snake around the Exposition grounds, and also of the city in the distance.

MACHINERY ANNEX.—The machinery Annex 1,050x120 feet adjoins the Main Building and is devoted to heavy machinery in operation. To drive this machinery and that in the main building more than two miles of shafting are required.

GOVERNMENT AND STATE'S BUILDING.—In this building, 885 x 565 feet are grouped all the special exhibits of the various States and Territories. In the centre of the building, are the exhibits of the War Department and the other departments of the National Government. In the Navy Exhibit, are many relics of the ill-fated Greely Polar Expedition which evoke a melancholy interest. Around the sides of the buildings are grouped various State exhibits and the products of those States are fashioned into temples, steam trains and mottoes.

CATTLE BUILDINGS.—Beyond the Government Building are the sheds for the exhibition of live stock, and, near by, is a stock arena.

HORTICULTURAL HALL.—The Horticultural Hall, built of wood and glass, measures 600 x 194 feet, and is surmounted by a dome 90 feet high. Inside, are plants from the tropics, and a fine exhibition of fruits. Around the centre are clustered towering cocoanut palms, date palms, magnificent royal palms, and other attractive shrubbery from the tropics.

ART HALL.—At the foot of the noble avenue of live oaks, is situated the Art Hall, constructed entirely of iron, and containing the art treasures of the Exposition.

MEXICAN PAVILION.—Near the Main Building, the Mexican Government has erected an iron building in the Moresque style of architecture, designed to be the headquarters of the Mexican Commission.

MEXICAN BARRACKS.—In the extreme lower corner of the Park and near the river are the Mexican Barracks, a quaint and handsomely designed building, erected by the Mexican Government as quarters for the famous band of the 8th Mexican cavalry, and for the troops in charge of the Mexican exhibits. In front of the barracks is an interesting Mexican garden.

ELECTRIC RAILWAY.—Between the Main and Government Buildings a small electric railway, 1,000 feet long, is operated and used for passengers.

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ROUTES TO NEW ORLEANS.

THE Tourist has the choice of eight distinct routes to reach the City of New Orleans; for a description of the various points of interest on each route, with their distances from New Orleans, see each heading as follows:

Firstly. THE GREAT JACKSON ROUTE, of the Illinois Central R. R., from the West and North.

Secondly. THE MOBILE ROUTE, of the Louisville and Nashville R. R., via Mobile, Ala., from the North, East and West.

Thirdly. THE MISSISSIPPI VALLEY ROUTE, of the Louisville, New Orleans and Texas R. R., from the North and West, via Memphis, Vicksburg and Baton Rouge.

Fourthly. THE QUEEN AND CRESCENT ROUTE, of the New Orleans and North Eastern R. R., from the North and West, via Cincinnati, Chattanooga and Meridian, Miss.

Fifthly. THE STAR AND CRESCENT ROUTE, of Morgan's Louisiana and Texas R. R., from California (via Southern Pacific R. R.), Texas and Western Louisiana (via the Teche Country) and Morgan City.

Sixthly. THE TEXAS PACIFIC ROUTE, of the New Orleans and Pacific R. R., from California (via Southern Pacific R. R.), Northern Texas, North-West Louisiana, via Dallas, Shreveport, Alexandria and Donaldsonville.

Seventhly. THE RIVER ROUTE, by the Mississippi River steamers of the Anchor Line and others, from the West (via Cairo) Memphis, Vicksburg and Baton Rouge.

Eighthly. THE SEA ROUTE, by the Gulf of Mexico and the mouth of the Mississippi; from New York, by the Cromwell line of steamers; from Vera Cruz and all ports of Mexico, by the Morgan and Alexandre line of steamships; from Central America, by the Oteri and other lines; from Europe by various lines of steamers.

GREAT JACKSON ROUTE.

The Tourist by the Great Jackson Route, after passing through Jackson, Mississippi (Vicksburg and Meridian R. R. Junction), crosses the boundary line of Louisiana, about a half mile below Osyka.

OSYKA. (88 miles from New Orleans.) The town of Osyka, named after the sister of Osceola, the celebrated Indian chief, is a village of about a thousand inhabitants, and is the centre of a region of small cotton farms. After passing Osyka, which is 250 feet above the level of the sea, the railroad runs down a hill, as it were, until it reaches the alluvial lands below Pontchâteau, only a few feet above the level of the Gulf of Mexico. On the right, three miles below Osyka, hidden among the trees, is *Roncal*, the former home of the Hon. Charles Gayarré, the historian of Louisiana.

AMITE CITY. (68 miles from New Orleans). Amite City, the next place of importance, is a thriving town, noted for its manufactory of Gullett's Cotton Gins. The railroad continues on through heavy pine forests, broken here and there with small cotton patches, and the land commences to get flat.

PONCHATOULA. (47 miles from New Orleans). This place is a small village or settlement and is surrounded by forests of gigantic pines. Pontchâteau means, in Choctaw, *falling hair*, and among the Indians of that locality, the custom of cutting off the hair of a girl guilty of frailty still prevails. A few miles below the station, which is forty feet above the sea, the land gradually slopes, the pines commence to disappear, the soil changes from yellow to black, and soon the tourist finds himself riding over alluvial ground.

PASS MANCHAC, (37 miles from New Orleans). Manchac (Indian for Pass) is a small station at which the bridge crosses the pass of the same name. This pass, about five miles long, connects Lakes Maurepas and Pontchartrain, two lakes named after celebrated French ministers. From the bridge (*on the right side of the train*) is seen Lake Maurepas, a beautiful sheet of water about ten miles wide, which serves as a drain for the surrounding country. At the head of the lake, Manchac River flows in, taking its rise near the Mississippi River. Manchac River, at one time called Iberville River, was originally one of the outlets of the Mississippi, whose waters flowed through Lakes Maurepas, Pontchartrain and Borgne to the sea, making the territory on which New Orleans stood an island, called "the Island of Orleans." At the junction of Manchac River and the Mississippi River, the Spaniards built a fort, and, in 1814, Jackson, fearing that the British might attempt to approach New Orleans from the rear by passing through the lakes and the Manchac River

to the Mississippi, dispatched a force to that point, and caused the Manchac River to be closed by a dam.

Crossing the railroad bridge, the boundary line between the Federal and Confederate forces during the Civil War, the tourist will notice (*on the left*) the traces of a redoubt built by the Federals to command the Pass and the railroad track. The railroad now enters a deep swamp of cypress and palmetto (called by the natives "*latanier*"). The cypress trees are gigantic and are festooned with moss, a parasitic growth of some value. This moss, which is grey and of a velvety softness, is gathered with long poles and taken in skiffs to the cabins. There it is cured by being rotted in stacks or steeped in water until black, when it is taken out and dried, baled, and sent to market, where it is bought by mattress makers and upholsterers. The palmetto, or *latanier*, has a fibrous root which the natives cut up and use for scrubbing brushes, and on Palm Sunday, the leaves are used to make crosses and other designs to be blessed by the priests.

FRENIER. (23 miles from N. O.) This station is a small settlement of farmers, mostly Germans, who raise fine cabbages. The soil is rich, but very wet, and the waters of Lake Ponchartrain, distant about a half mile, often overflow it several feet.

BAYOU LABRANCHE. This small station is a great resort of hunters from the city. Crossing the bayou the railroad enters a large, trembling prairie, the soil of which is very soft. In laying the railroad track the engineers experienced great difficulty in finding a good foundation. The whole road-bed through this prairie was built on piles and often one blow of the pile-driver would send them out of sight. About five miles to the right is the Bonnet Carré bend of the Mississippi River. In 1874, the Mississippi broke through that bend with great force and sought an outlet to the sea over this prairie and through Lake Ponchartrain. The water rose above the iron of the track and cut off direct communication between New Orleans and the North, necessitating a connection by boat via Manchac. The sediment left by this flood, (called a *crevasse*), is river sand and has elevated the prairie a few inches. Since that time the trestle has been raised above overflow and filled up

KENNERVILLE. (10 miles from N. O.) After leaving the trembling prairie, the traveller passes through sugar plantations, the sugar houses of which loom up in the distance with tall chimneys; near these are other large, square, heavy looking chimneys for burning "*bagasse*" or cane, from which the mill has already extracted the juice. Kennerville, the junction of the Mississippi Valley Railroad, is a small town on the left bank of the Mississippi River, which is seen on the right, a few hundred yards distant from the station. By river, Kennerville is 25 miles distant from New Or-

leans and only 10 miles by rail. The railroad continuing passes through the lines of fortifications, erected by Gen. Butler during the war, enters the woods, from which it emerges into the swamp in the rear of the city of New Orleans. The track crosses shell roads, as white as snow, and draining canals, as black as ink; in the distance, the traveller (*on the left side of the train*) catches his first view of the city with its steeples and high buildings. The train enters the Calliope street depot, two miles distant from Canal street. *Carriages, cabs, and omnibuses are always in waiting at each train. Cars (fare 5 cents) start one block from the depot.* For carriage rates see local tariff.

MOBILE ROUTE.

The Tourist approaching New Orleans by the Mobile Route, after leaving the city of Mobile passes through a region of pine woods, the soil of which is poor and sandy. Approaching the Gulf of Mexico, towards which the railroad makes a direct line the gulf is soon reached. The track is almost level and very fast time is made. The distance from Mobile to New Orleans is 141 miles and a special train once made the run in two hours and forty-seven minutes.

SCRANTON. (*101 miles from N. O.*) The first place of importance is Scranton, a small town in the State of Mississippi, situated near the mouth of East Pascagoula River, which flows into the Gulf of Mexico. This place is noted as one of the principal ports for shipping lumber and shingles. The mills are situated on the river, a few miles above the town, and large quantities of yellow pine lumber are shipped to all parts of the world. The river divides itself into two branches, the East and West Pascagoula, and each empties into the Gulf a few miles distant. The railroad crosses both branches by a long bridge and from the train (*left side*) the big ships can be seen riding at anchor in the Gulf outside the bar, waiting for cargoes of lumber. After crossing the bridge, West Pascagoula is reached, at which point are located the Railroad company's works, where all timber used in the construction of bridges is made durable and proof against worms by steeping it in a preparation of creosote.

OCEAN SPRINGS. (*84 miles from N. O.*) The next important point is Ocean Springs, a Summer resort on the Bay of Biloxi (pronounced *Ba-lux-ee*). An hotel and several excellent boarding houses make this place a pleasant Summer resort. On a small point above the bridge and on the left side of the bay, the French landed in 1699 and made their first settlement, which was called Biloxi, after the tribe of Indians who inhabited the country. The colonists had a hard life, and it was with great difficulty that they managed to exist. The site was badly chosen and the aspect of the surrounding country very uninviting. The ships, which brought their supplies from France, for the land yielded almost nothing, were obliged, on

account of their heavy draught, to anchor off Ship Island, about twenty miles distant. The equinoctial storms, which annually visited these waters with great violence, often drove the vessels from their anchorage to be wrecked on the innumerable sand bars along this coast. When these storms ceased, the English cruisers would sometimes suddenly make their appearance and engage the ships in battle. Behind the Fort, was a deep unexplored pine forest, inhabited by hostile savages, who were ready, like vultures, to sweep down on this small band of adventurers, the instant they became too weak to offer resistance. Once, after several months of patient and anxious watching of the horizon, the white sails of the ships from France made the hearts of the colonists glad once more, and told them they had not been forgotten and left to die on a barren shore. Alas! this brave handful of colonists little suspected on seeing the ships that a new colonist, in the form of a strange and dreadful disease, was brought which would almost annihilate their band. These ships, on their way from France, had stopped at some ports in the West India Islands and the crews had there contracted the yellow fever, which they now came to plant on the soil of the new colony for ages to come. Soon after the arrival of these ships, the disease broke out among the colonists. The first victim was Sauvolle, the Governor, who died and was buried in the fort under the shadow of the the white banner of France, which he had unfurled there, himself. The seat of government was moved to New Orleans in 1718, and it remained there until the Americans assumed possession of the country.

Crossing the bridge, Deer and Horn Islands are seen on the left, low sand spits, the latter deriving its name from its resemblance to the shape of a powder horn. At night, the red light of the light house on Horn Island is visible for miles. In the distance, some twenty miles to the West, and visible on a clear day from the bridge, is Ship Island or *Ile aux Vaisseaux*, as named by the French, from its being the anchorage of their ships (*vaisseaux*). These islands of the Gulf are very low and sandy, and forming a chain or break-water along the coast, the water between them and the main land is called the Mississippi Sound. Ship Island is about eight miles long and its greatest width is about a half mile. On the West end is a fixed white light and near it is the fort, built by General Butler during the late Civil War, when this island was made the rendezvous of the expedition against New Orleans. This place was used as a penal settlement during the War, when the mere nod of the Commanding General was the signal to send there any citizen of New Orleans, male or female, for the slightest offence or on the least suspicion. The *National Board of Health* has established a *Quarantine Post* on this island, where invalids may be taken care of and infected ships fumigated. This island is reached from Biloxi by sail boats.

BILOXI. (80 miles from N. O.) After crossing the bridge, the next station reached is Biloxi, a popular watering place situated on the Sound.

Hotels: *Shady Grove* and *Montross House*. This place is celebrated for its bathing, fishing and fine oysters. Good sail boats and skiffs may be hired at reasonable rates. The Hotels front the beach and are within a short walking distance of the station. Conveyances meet all trains. One mile beyond Biloxi, are the Methodist Camp-Meeting grounds (*Camp Ground Station*), situated on the sea-shore, where camp-meetings are held every Summer.

BEAUVOIR, a small station, is a few miles beyond. Near this place is the Marine Villa of Hon. Jefferson Davis, the ex-president of the Southern Confederacy. From Biloxi to the Bay St. Louis (*pronounced Saint Lou-ee*), the track is laid through a flat sandy pine region at the distance of about a half mile from the sea, the blue waves of which are visible at intervals through the openings in the woods. The houses along the coast front on the sea-shore and beautiful lawns of velvety Bermuda grass, ornamented with the orange, lemon, banana, pomegranate, white and red oleander and other tropical trees, slope towards the water. The houses, surrounded by large and cool verandahs, have many openings to admit all the breeze. Hammocks are usually swung on the verandahs or under the wide spreading live-oaks. In the rear of these paradisiacal retreats are generally vegetable gardens and vineyards, the latter producing a greenish thick skinned grape, called "*Scuppernong*," from which an excellent wine, similar to champagne, is made. At different points along the sea-coast, which is generally called by the inhabitants, the "*Lake Coast*" (from the fact that the Sound resembles a lake), are way stations at which the Express does not stop.

MISSISSIPPI CITY. (71 miles from N. O.) This station is but a city on paper, its only buildings being an hotel, a court-house, a jail and a few residences. One mile beyond is Barnes' Hotel (*Barnes' Station*), the largest hotel on the sea-shore. It is well kept and has handsome grounds.

A break in the forest enables the traveller to see Cat Island, ten miles distant, a low sandy island—with a conical sand hill on its East end, forty feet high, which has been thrown up by the winds of the Gulf. This island is inhabited and is used as a cattle farm. On the West end is a light-house, with a revolving white light. The island was named by the French, from the fact, that on landing here, they found a great number of coons, which they mistook for a species of cat.

PASS CHRISTIAN. (59 miles from N. O.) The next important station is Pass Christian (pronounced Christy-Ann) a well settled place with handsome villas, the Summer retreat of the wealthy American families of New Orleans. Hotels: Crawford's Mexican Gulf Hotel, on the Beach; terms moderate—first-class hotel. Omnibuses from station—charges for conveyances reasonable. Sail boats and skiffs to be had at reasonable rates. Fishing off the islands and banks at certain tides is excellent. Oysters

abundant. In winter deer and wild ducks abound. Shell road on the beach, six miles long. A cool Summer retreat and in Winter much resorted to by invalids from the North and West. The bracing salt air of the Gulf and the odor of the fragrant pine forests are considered highly beneficial to persons with weak lungs, and the clear atmosphere renders it a pleasant Winter resort. Stores, Physicians, and also Churches of all denominations. The Mississippi Military Institute and some female schools are located at this point and are well attended.

BAY ST. LOUIS. (*Bridge.*) Two miles beyond Pass Christian, the Bay of St. Louis, (*pronounced Saint Lou-ee*), a shallow bay about five feet deep is reached. It is here crossed by a wooden railroad bridge, nearly one mile long, with an iron draw-bridge over the channel for the passage of schooners which carry lumber and charcoal from Wolf River and other places on the bay to New Orleans. Great difficulty was experienced in building the bridges of this road, as the waters of the Gulf are infected with the "*Teredo*," a species of barnacle, which fastens itself to wood under the water and bores into it until it becomes honey-combed. The noise made by the *Teredo* boring can be heard distinctly by lying down on the wharf, or in the bottom of a boat. Sheathing the piles with copper was tried with some success, but finally it was determined to try the experiment of soaking the piles in creosote and large works for that purpose were erected at West Pascagoula. A second danger now presented itself. The wood, so prepared, turned out to be very inflammable and great care has to be exercised to protect the bridges. In 1879, the Bay of St. Louis bridge caught fire from the spark of a locomotive, and, owing to a high wind prevailing, the structure was soon destroyed, the creosoted piles burning like torches of fat pine. Great vigilance is necessary and as soon as a train passes over the bridge, night or day, it is the duty of a watchman to follow it and to carefully examine all parts of the structure. In crossing this bridge a fine view of the Gulf of Mexico is obtained from the cars and a delightful soft breeze from the South usually prevails. In the distance (*on the left*), when the weather is clear, Cat Island is seen, fifteen miles off. At night its revolving white light is visible and near by is Pass Marian's (*pronounced Mary-ann*) light on Merritt's shell bank, distant eight miles. This light, formerly on a light-ship, now a wreck near the bridge, is built on iron screw piles driven into the hard shell bank. On approaching the shore (*on left side* the traveller's attention is attracted to the numerous little bath houses and wharves. The bathing along this coast is what is called still water bathing, as there is no surf except during storms. The upper parts of the bath houses are fitted up as dressing-rooms, and stair-cases in the floors give access to the water below. The usual hour for bathing is noon, the waters being tepid. Owing to the extreme heat of the sun, bathers rarely venture from beneath the bath houses unless for a swim. Near the chan-

nel the space below some bath houses is enclosed with small piles, driven close together, to prevent sharks, (which abound in these waters) from entering. The railroad track crosses the main shell drive (*on the left*), affording a good idea of the watering places of this coast with their little Summer houses, baths and wharves.

BAY ST. LOUIS. (*52 miles from N. O.*) The town of Bay St. Louis, sometimes called Shieldsboro, after a gallant officer of the U. S. Navy, who, 1814, captured several British boats off Chandeleur islands, is a settlement extending about twelve miles along this coast. It is the usual summer resort of the Creole families of New Orleans, who possess elegant residences here. All trains stop at the station and generally for meals. Restaurant at station is excellent and usually serves oysters, fish and soft shell crabs, which abound in this bay. Hotels: Crescent Hotel on the beach, small but comfortable. Mrs. Stockton's, on the beach, is well patronized. Omnibus from the station to all points up and down the Bay. Fare 10 cts. Conveyance charges very reasonable. Residences (furnished) can be hired from \$200.00 upwards for the season, according to their size and accommodations. Season May 1st to Oct. 1st. Several stores and churches. Male and female Academies under the direction of religious orders of the Catholic Church. Sail boats and skiffs can be hired at very reasonable rates. Shell road twelve miles long. As at Pass Christian, many strangers winter at this point.

LOOK OUT STATION. (*36 miles from N. O.*) After leaving Bay St. Louis the road continues on through a piney woods region with its red, yellowish barren soil, until, at Look Out Station, it reaches the rich, alluvial bottom lands of Pearl River. During the war of 1814, the British fleet was anchored off this place and established a signal station here, hence the name given to it of "English Look Out." Pearl River forms the eastern boundary of Louisiana and this river, a few miles above this station, divides itself into the East and West Pearl. West Pearl flows into the Rigolets and East Pearl flows by this station and empties into Lake Borgne, one mile distant. This lake, an arm of the Gulf, derived its name (*pronounced Born*) from the French word "*borgne*" meaning incomplete or deformed, as it is not entirely surrounded by land, but has one side open to the sea. The East Pearl is crossed by a bridge, the centre of which is the Louisiana boundary line, and, after a short run through the swamp, the Rigolets are reached.

RIGOLETS. (*31 miles from N. O.*) The Rigolets (*pronounced by the natives, Rigo-lee-se*) is a deep and wide stream connecting lakes Ponchartrain and Borgne. It is crossed by a fine iron bridge (recently built at a great cost), in the centre of which is a draw to let vessels pass. On the left, as you cross, Lake Borgne is seen. On the right, is the mouth of the West Pearl, in the distance Fort Pike, a large casemated work, and beyond

is Lake Ponchartrain. Near the end of this bridge are the light-house and the Custom House Station. The railroad continues on, through a dense swamp, in which alligators and wild fowls abound. Along side of the track in the ditches, the noise of the passing train often causes the alligators to swim away in haste. Alligators love to bask in the sun and the traveller is liable to mistake one of them for an old log, so close is the resemblance. Lake Catherine, an open sheet of water on the right, is passed and also Miller's Bayou, a great resort for hunters and fishermen from the City.

CHEF MENTEUR. (20 miles from N. O.) The next bridge is that over Chef Menteur (*pronounced Sheff Mon-tur*) a narrow, but deep stream connecting Lakes Ponchartrain and Borgne, and named from the circumstance, that, in former times, the Choctaw Indians expelled from their tribe one of their chiefs, who was a great liar. This chief took up his abode on a point near the head of the Pass, and to this day, this point and Pass have continued to be known as Chef Menteur (or *lying chief*). On the right of the track a few yards distant is Fort McComb, a small work which commands the stream. The railroad now crosses a vast trembling prairie and finally reaches firm land at Micheaud's, a small station surrounded by large cypress trees, covered with gray Spanish moss, a parasitical growth. This moss, which is gray and of a velvety softness, is gathered with long poles and cured by drying in stacks, or in water. When it turns black, it is hung up to dry and becomes crisp. It is then ready for the market, and is bought by upholsterers and mattress makers to take the place of hair stuffing. The route, continuing on through small fields of sugar cane and vegetable gardens, crosses the North Eastern R. R. track and finally enters the city of New Orleans in the rear by Elysian Fields street, meeting a small railroad line that runs to Lake Ponchartrain. At the head of Elysian Fields street, the Mississippi River is reached and a stop is made at Morgan's Depot. Continuing on up the river bank, the U. S. Mint is passed on the right. Two squares further the French Market is passed, and, on the left, the landing places of the schooners and steamers that bring tropical fruits from the islands of the Gulf and from the Spanish Main. On the right, Jackson Square, with the old Cathedral. Continuing still further, on the left, the landing place of the New York steamers is passed, then the Sugar landing, then the Cotton landing and, after passing through a street of sheds, built for storing sugar, the train halts at the head of Canal street, the principal avenue of the city. *Street cars in front of station; fare 5 cts. Omnibuses (25 cents) and carriages meet all trains. (See Hack tariff).*

MISSISSIPPI VALLEY ROUTE.

The Louisville, New Orleans and Texas R. R., commonly known as the Mississippi Valley R. R., passes through the Yazoo Valley, celebrated

as the region where the cotton plant attains its greatest perfection. Washington Co., Miss., Rolling Fork and Deer Creek country are covered with extensive cotton plantations, which yield annually enormous crops of cotton. After leaving Vicksburg, the road passes through the hill counties of Mississippi, in the rear of Natchez and then enters Louisiana.

WILSON. (*122 miles from N. O.*) Wilson, a thriving new town, is named after the projector of this road, Mr. R. T. Wilson of New York; it is destined to be an important point on this railroad as the tributary country is rich and well settled.

BATON ROUGE. (*89 miles from N. O.*) Baton Rouge, the Capital of the State of Louisiana, is a thriving town of 7197 inhabitants, situated on a bluff on the Mississippi River, the last high land, as from this point southward all the land is alluvial. The name of Baton Rouge (*literally "Red Stick"*) was derived from the fact, that a huge red cypress tree stood on the river bank and was for years a prominent landmark. The railroad station is on the river bank and near the State Capitol. The Capitol is a large Norman Gothic building and contains the Senate Chamber and the House of Representatives, also the Governor's Chamber and the various offices of the State. In the Governor's Chamber, is the large painting by Lamy representing the battle of New Orleans, presented to the State by W. W. Corcoran, the Washington philanthropist. This picture, which is a work of great merit, represents the interior of the American lines and it is to be regretted that the picture has not a better light and is not placed in a position more accessible to strangers. Baton Rouge contains many of the State Institutions; the State Penitentiary is located here. At a point, which this railroad crosses by a cut through a hill, are the U. S. Barracks and Arsenal, built on the site of the old Spanish Fort. This fort was the last strong-hold of the Spanish in America, and owing to a doubt about the exact boundaries of Louisiana, as defined by the treaty of cession, was not surrendered to the French and Americans, but the whole of these parishes being thoroughly American, the people rose in revolution and attacked the fort. The Spaniards held out fighting bravely, and Carlos de Grandpré, their youthful commander, fell at the head of his men, sword in hand. Their fort taken, the Spaniards retreated across the country to Pensacola, Fla., at that time the headquarters of the Spanish troops.

ST. GABRIEL. (*75 miles from N. O.*) This road, after leaving Baton Rouge, descends to the alluvial lands and is soon running behind the high levees of the river and through large fields of sugar cane. (See Sugar Trade). At St. Gabriel it reaches many large rice and sugar plantations.

BURNSIDE. (61 miles from *N. O.*) The plantations near this station belong to the estate of the late John Burnside, the sugar king of Louisiana, who died a few years ago, leaving nine large sugar plantations, all in operation and yielding fine crops.

CONVENT. (50 miles from *N. O.*) At the Convent Station are located the Jefferson College, conducted by the Fathers of the Marist order, and the convent of the Sacred Heart. In the vicinity are large plantations and also small tobacco farms, which produce the famous *perique*, a strong, black, pungent tobacco. This tobacco, much prized by smokers, is cultivated with great care and much time is taken in preparing it for market, by putting it through presses and pressing it into carrots.

LAPLACE. (30 miles from *N. O.*) Near this point the bed of the famous Bonnet Carré crevasse is passed. Here, the river has broken through repeatedly and, with one bound, swept across the seven miles of prairie to Lake Ponchartrain.

KENNER. (11 miles from *N. O.*) Junction of the Illinois Central R. R. This railroad here leaves the river bank and, after passing through fortifications erected during the late war, enters the swamp in the rear of the city of New Orleans. The train crosses the New Canal (an artificial canal connected with Lake Ponchartrain and used for bringing lumber and naval stores to the city) enters Poydras street and stops at the depot corner of Poydras and Howard streets, six squares from Canal street. *Omnibus (25 cts.) and carriages meet all trains.* See Hack Tariff.

QUEEN AND CRESCENT ROUTE.

The "Queen and Crescent Route," also called the "North Eastern Road" is the direct route from Cincinnati, "the Queen City of the West," to New Orleans "The Crescent City" of the South. It has lately been opened for traffic, with comfortable cars, and, owing to the good condition of the road, very fast time is often made. On April 20th, 21st, 1884, a special train made the run from Cincinnati to New Orleans, 827 miles, in 23 hours and 20 minutes, or, if allowance is made for stops necessary to the care and safety of the train, the actual running time was 19 hours and 1 minute.

MERIDIAN, MISS. (196 miles from *N. O.*) The town of Meridian has a population of 9110 and is destined to be a railroad centre. From this point roads diverge to Mobile, Jackson and Vicksburg, to Selma and northward to Columbus, Miss. Meridian is a great cotton shipping point which makes the town very lively during the winter season and the place is building up very fast.

ENTERPRISE. (180 miles from *N. O.*) The North Eastern R. R. and the Mobile and Ohio R. R. here diverge, the latter going towards Mobile, Ala.

ELLISVILLE. (133 miles from N. O.) A small shipping point for the surrounding country.

HATTIESBURG. (111 miles from N. O.) One of the principal new towns on the railroad and destined to be an important shipping point for the surrounding country.

POPLARVILLE. (71 miles from N. O.) A new station on this road and rapidly growing

SLIDELL. (29 miles from N. O.) This small place is named after Slidell, the Louisiana Senator, who was sent to Paris as Minister for the Southern Confederacy and was forcibly taken from the steamer "Trent" by Admiral Wilkes. At this point the land gradually slopes towards Lake Pontchartrain and the traveller is soon rolling over the great bridge.

PONTCHARTRAIN BRIDGE. The bridge, or trestle work, across Lake Pontchartrain is the longest bridge in the world, being over 26 miles long, and the bridge proper, from shore to shore, is seven miles long with two draw bridges for vessels. This great work is built of creosoted lumber and the whole is constructed in a most substantial manner, so much so that in 1884, the special train made the distance from Slidell to New Orleans, 29 miles, in thirty-three minutes. The lake is from three to fifteen feet deep and is navigated by schooners and other small crafts, which bring cargoes of lumber, sand, bricks, rosin, etc., from Mobile, Ala., and from the shores of the various streams that flow into it on the North.

POINTE AUX HERBES. (5 miles from N. O.) The shore is reached at Pointe Aux Herbes and the soil here is very marshy. The railroad follows the lake shore (*lake on the right*) and suddenly comes towards the city, across the Mobile R. R. tracks and then, by a direct line, reaches the lower part of the city and stops at the station on the banks of the Mississippi River. *Street cars in rear of station to Canal street. Fare 5 cts. Omnibus (25 cts.) and carriages meet all trains.* See Hack Tariff.

STAR AND CRESCENT ROUTE.

The traveller approaching New Orleans from Texas crosses the Atchafalaya or Berwick's Bay at Morgan City.

MORGAN CITY. (80 miles from N. O.) The town of Morgan City, formerly called Brashear City, is situated on the Atchafalaya river and is the port at which the Morgan line of steamers land. The route of this railroad runs through deep swamps, but at some distance from the line large sugar plantations are cultivated.

TERREBONNE. (55 miles from N. O.) At Terrebonne, there are branch lines to Houma, 15 miles, and Thibodeaux, three miles. Terrebonne parish produces large crops of sugar and its lands are considered very fertile.

Thibodeaux, on the right bank of the Lafourche, is a large town and contains several churches and public buildings.

LAFOURCHE. (52 miles from N. O.) At Lafourche crossing, the railroad crosses the Bayou Lafourche, an outlet of the Mississippi.

BOUTTE. (24 miles from N. O.) At Boutté Station, the railroad track is within two miles of the Mississippi river.

ST. CHARLES. (18 miles from N. O.) At this point the railroad runs parallel with the river for a long distance.

GRETNA. (3 miles from N. O.) Before reaching Gretna, a suburb of New Orleans, the railroad runs along the river bank, through sugar plantations and market gardens and (from the left side of the train) the first view of the city is obtained. Algiers, the town opposite New Orleans, is soon reached and the depot is entered. Passengers take the Railroad Ferry and land at the head of Esplanade street, near the French Market and the U. S. Mint. *Street cars to Canal street, 5 cents. Omnibuses (25 cts.) and carriages meet all Trains* See Hack Tariff.

TEXAS PACIFIC ROUTE.

The New Orleans Pacific R. R. is a portion of the Gould system of railroads and has only recently been finished. Commencing at Marshall, Texas, it strikes Red River at Shreveport, (326 miles from N. O.) and then follows the valley of the Red River to the Atchafalaya; thence to the Mississippi and along the right bank of it to New Orleans.

ALEXANDRIA, LA. (196 miles from N. O.) Alexandria is a pretty little town in the interior of Louisiana, which, in the event of the building of the line to Monroe, La., and the junction of the Iron Mountain R. R., will become a railroad centre. The country surrounding is very fertile, yields good crops of sugar and cotton.

CHENEYVILLE. (172 miles from N. O.) Cheneyville is the junction of Morgan's Louisiana and Texas R. R. which here leads (to the right) to Opelousas, the Teche country and New Orleans.

ATCHAFALAYA RIVER. (130 miles from N. O.) Near Melville station. The Atchafalaya, is a deep and swift branch of the Mississippi River, across which this railroad company has built, with much difficulty and expense, a large bridge.

BATON ROUGE JUNCTION. (89 miles from N. O.) Junction Station. Branch road to Baton Rouge the capital of Louisiana, 7 miles distant.

PLAQUEMINE. (85 miles from N. O.) Plaquemine (French word signifying "*persimmon*") is a thriving town, being the centre of a large sugar district and situated on the Mississippi and Bayou Plaquemine. Just before the train reaches the station, the bridge over Bayou Plaquemine is

crossed. As the mouth of Red River, which empties into the Mississippi, is gradually being closed by the sediment deposit of that stream, it is proposed by the U. S. Engineers to close it up entirely and put a lock in Bayou Plaquemine, so that steamboats can pass through Bayou Plaquemine into the Atchafalaya and thence into Red River.

DONALDSONVILLE. (64 miles from N. O.) Donaldsonville is situated at the junction of the Bayou Lafourche and the Mississippi River. This town is in the centre of a prosperous sugar planting district and does a thriving business. At one time, it was the capital of the State. Bayou Lafourche (French word meaning "*Forking*") is one of the outlets of the Mississippi River and flows to the sea through a fertile sugar producing country.

ST. CHARLES. (25 miles from N. O.) The road continues to pass through miles and miles of broad fields producing fine crops of cane and corn. The tall chimneys of the sugar houses loom up on all sides. The train, after alternately rushing through a field of sugar cane or darting through a tangled swamp, reaches Gouldsboro, opposite the city of New Orleans. The Ferry soon lands the passenger at the head of Terpsichore Street. *Street cars one block distant, fare 5 cts. Omnibus (25 cts.) and carriages meet all trains.* See Hack Tariff. •

RIVER ROUTE.

The traveller, on descending the Mississippi River to New Orleans, usually takes a boat at St. Louis, Memphis or Cairo and passes through a cotton region until he reaches the mouth of Red River, below which point sugar-cane fields make their first appearance.

VICKSBURG. (400 miles from N. O.) This city is the largest town in Mississippi (population 11,814) and is situated on a high bluff on the right bank of the river. A few years ago the main channel was in front of the town, but the river broke through at the point where General Grant started to dig a canal during the war in order to cut off Vicksburg, and made a new bed for itself. This left the town on a side stream, which every year becomes more shallow and, in course of time, may become a lake. There is a large business done at Vicksburg, and by the mouth of the Yazoo river, a few miles above, large quantities of cotton are received. General Grant attacked the place in 1863 and besieged it for several months. After a gallant defense, during which the place was nearly pounded to pieces and the inhabitants driven to seek safety in caves dug in the hills, the town surrendered to the Union forces, on the 4th of July, 1863.

NATCHEZ. (285 miles from N. O.) The town of Natchez (population 7058) is situated on a high bluff on the left bank of the Mississippi. The surrounding country produces large crops of cotton and the planters are very wealthy. Natchez-on-the-hill is a pretty town, and its suburbs contain

magnificent residences, belonging to planters owning large cotton estates in this vicinity.

MOUTH OF RED RIVER. (*200 miles from N. O.*) The mouth of Red River, a very turbulent and muddy stream, is but a short distance from the Atchafalaya River. Below this point the bright green cane fields appear for the first time and the traveller enters the sugar region of Louisiana.

BATON ROUGE. (*125 miles from N. O.*) Baton Rouge (population 7197) is the Capital of the State of Louisiana, and stands on the left bank of the river. It derives its name from a huge red cypress tree that formerly stood very prominently on the bank of the river. The bluff, on which the city is built, is the nearest high land to the sea in the Mississippi Valley. Below and opposite the lands are alluvial and are protected by a system of dykes, called levees. The State Capitol, destroyed by fire during the war, has been rebuilt and crowns the bluff, being visible for miles. On the spot where the old Spanish Fort stood, nestled in the trees, are the U. S. Barracks and Arsenal. The inhabitants rebelled against the Spanish authority and one night attacked the fort. Carlos de Grandpré, a young Spanish officer, eighteen years of age, commanded the fort and only yielded it with his life. At Baton Rouge are located the Blind Asylum, the State Seminary, a well conducted military institute and the State Penitentiary.

DONALDSONVILLE. (*75 miles from N. O.*) The town of Donaldsonville is situated at the junction of the Mississippi and Bayou Lafourche (one of the outlets of the Mississippi), and along its banks are located many fine sugar estates. Donaldsonville, once the capital of the State, has several fine buildings and is situated in the centre of an extensive and highly productive sugar region, embracing some of the finest plantations in the world. A few miles below here (*on the left bank*) are the estates of the late John Burnside, the Sugar King of the United States. Mr. Burnside owned nine large plantations which produced annually a crop of over three thousand hogsheads of sugar. For one of these places and its many slaves, he paid (before the war) one million and a half dollars, cash down. Donaldsonville is connected with the city by railroad.

COLLEGE POINT. (*60 miles from N. O.*) On College Point, fronting the river, is situated the large college conducted by the Marist order. Two miles above is the Convent of The Sacred Heart, a Catholic female educational establishment, conducted by Nuns of the Sacred Heart order. Around College Point, the celebrated *Perique*, a kind of tobacco, very strong and much prized by smokers, is raised and prepared for market in a peculiar manner by the Acadian farmers.

BONNET CARRE POINT. The river at Bonnet Carré Point makes a sharp bend around the point, which derives its name from its resembling the shape of a square bonnet. On the left side, the river approaches with-

in seven miles of Lake Pontchartrain, and, without doubt, in early times, found its way to the sea by that route. In 1871 and 1874 overflows (called *crevasses*) of more magnitude than in previous years occurred here, and inundations took place. That of 1874 was very destructive; and the water spread over the country above and below, inundating many fine plantations. The river broke through the levee, fifteen feet high, with great force, making a report as loud as a cannon; the waters pouring through the opening created a roar equal to Niagara. Attempts were made to stop the crevasse by the use of lumber and logs filled with earth, but all efforts were useless. The State Board of Engineers, in 1879, built a dam across the crevasse with the view to slacken the current and to cause the sediment of the river to precipitate itself and form the foundation for the new levee, which the State has recently completed.

RED CHURCH. (*25 miles from N. O.*) The small red church on the left bank of the river is a very prominent landmark on the river; steamboat-men calculate the speed of their boats from the city to this point. It is also noted that the Mississippi here attains its greatest depth.

CARROLLTON. (*9 miles from N. O.*) The outskirts of the city are reached at Carrollton, the point opposite which is called "nine mile point" and is a noted landmark. The river makes a long bend below Carrollton, but the distance by land to the city is much shorter. Street cars from Carrollton to the city; time, 35 minutes, fare 10 cents. The tourist taking position on the upper deck of a steamboat has a fine panoramic view of the city, which lies at his feet, spread out, as it were, on a table. After passing the Exposition Park, and along the river front, lined with ships and steamers from all parts of the globe, the head of Canal street is reached, and here the journey is at an end. *The centre of the city and the hotels are about six squares distant from the landing. Carriages and cabs meet all boats. See Hack tariff. Street cars, two blocks distant. Fare 5 cents.*

SEA ROUTE.

The traveller reaching New Orleans by the Sea Route enters the Mississippi River by South Pass through the Jetties. (See Jetties.) At the Jetties is situated Eadsport (*116 miles from N. O.*) and at this point are located the works of the Jetty company. South Pass is ten miles long, very straight and has a strong current.

HEAD OF PASSES. (*106 miles from N. O.*) At the head of the Passes or Delta, are located some works to force the current to flow into South Pass. The River at this point divides itself into three passes, forming the Delta: Pass a l'Outre to the eastward; South West Pass to the westward and between them South Pass. Previous to the improvement of the South Pass all ves-

sels, except those of very light draft, used the South West Pass. The ancient town of Balize, situated at the junction of South-East and North-East Passes, (branches of Pass a l'Outre,) so far inland, was at the time of its foundation by the Spaniards directly on the sea shore, but now the river has jettied itself far beyond.

THE FORTS. (82 miles from N. O.) On the left bank of the river, (*right hand side going up stream*), is Fort St. Philip, a casemated work and, opposite, on the other bank, Fort Jackson. In the month of April, 1862, Admiral Farragut attacked the forts and during the night, amidst a terrific storm of shot, passed the forts and captured New Orleans.

BURAS SETTLEMENT. (75 miles from N. O.) The lands in this section are devoted to the orange culture, and on the west bank large orchards are seen. Opposite is the Quarantine Station.

POINT A LA HACHE. (45 miles from N. O.) The town of Point a la Hache is a small place on the left bank of the river and derives its name from the bend of the river which resembles the head of a hatchet and the name is consequently translated as Hatchet Point.

JESUITS' BEND. (38 miles from N. O.) In Jesuits' Bend the plantations are large and very fertile, producing heavy crops of sugar and rice. Here it was that the Jesuits first planted the sugar cane in Louisiana.

ENGLISH TURN. (15 miles from N. O.) Before reaching "the turn," as it is commonly called, on the left bank, are the splendid sugar plantations of Messrs. Kernochan & Garr, and, on the right bank, the fine plantations called "*Bellechasse*" and "*Concession*."

The river at this place, Shingle Point, makes a sharp turn, and sailing vessels experience great difficulty in making headway here. The great number of sailing vessels wrecked here in former times gave the name of "the graveyard" to the willows on the left bank of the river. The name of "English Turn" or "*Detour des Anglais*" was given from the fact that a short time after the settlement of the country by the French, the English entered the river with several ships of war to take possession. They were informed that the French had already done so, and had a large force on hand, so they proceeded no further than this bend, but turned about and put to sea again in a hurry. After leaving the Turn, and going a few miles up, a large white building, formerly a sugar refinery, stands on the left bank of the river. On this spot the Battle of New Orleans was fought, January 8th, 1815. (See Battle of New Orleans.) Proceeding up further, the Ursuline Convent on the same side is a prominent building, and then the harbor of the city appears. Jackson square is reached and at this place the steamer lands. *Carriages and cabs are waiting (see Hack Tariff). Cars, one block off, to Canal street (a half mile), fare 5 cents.*

BAGGAGE.



THE NEW ORLEANS TRANSFER OFFICE, No. 117 Common street, between Camp and St. Charles streets; its agents pass through all trains approaching the city and check baggage to the Hotels and private residences. The traveller pays the agent and exchanges his railroad checks for the Transfer's printed receipt. This receipt is delivered to the driver of the baggage van on receipt of the baggage. Parties stopping at the hotels should leave the Transfer Receipts with the clerk of the hotel, otherwise the baggage will not be delivered but carried to the Transfer office.

All baggage left at the depot WILL BE SUBJECTED TO STORAGE CHARGES for each piece at the rate of 25 cents for the first 24 hours or fraction thereof, and 10 cents for each succeeding 24 hours or fraction thereof.

New Orleans Transfer baggage rates to all points in the city.

Not above Washington Ave., one piece baggage.....	50 cts.
“ “ “ “ each additional piece.....	25 “
Above Washington Ave, and not above Toledano street, one piece	75 “
“ “ “ “ “ “ “ “ each additional piece	50 “
Above Louisiana Ave. to Berlin street, one or two pieces.....	\$1.00
“ “ “ “ “ “ each additional piece.....	50 cts.
Napoleon Ave. to Upperline street, one or two pieces	\$1.50
“ “ “ “ “ “ each additional piece.....	50 cts.
Robert street to Lower Line street, one or two pieces	\$2.00
“ “ “ “ each additional piece.....	50 cts.
To Louisa street, one piece.....	50 “
“ “ “ “ each additional piece.....	25 “
Out Canal street to Broad street, same rate as above.	

Special rates made as to quantity and time. Baggage called for at residences or transferred from house to house by orders left at the office.

Omnibus of the N. O. Transfer meets all trains. Fare 25 cents to Hotels and vicinity.

TABLE OF DISTANCES.

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Compiled for the Guide by L. H. Pilie, Deputy City Surveyor.

The blocks, or squares, vary in length, but generally a block measures 320 feet, making about 13 blocks or squares to the mile.

FROM CLAY STATUE (Canal street) UP ST. CHARLES ST. AND AVENUE			
"	"	"	to Lee Place (3716 ft.) 0.70 miles.
"	"	"	to Jackson street 1.47 "
"	"	"	to Washington Ave. 1.88 "
"	"	"	to Louisiana Ave. 2.24 "
"	"	"	to Napoleon Ave. 2.93 "
"	"	"	to lower cor. Park (Expos.) 4.15 "
"	"	"	to Carrollton 4.70 "

FROM CANAL STREET UP CAMP OR MAGAZINE ST.

"	"	"	to Julia street 0.65 miles
"	"	"	to Felicity Road 1.41 "
"	"	"	to Jackson street 1.70 "
"	"	"	to Washington Ave. 2.16 "
"	"	"	to Louisiana Ave. 2.54 "
"	"	"	to Napoleon Ave. 3.30 "
"	"	"	to the Park (Exposition) 4.84 "

FROM CANAL STREET DOWN CHARTRES STREET.

"	"	"	to Esplanade street 0.97 miles.
"	"	"	to Northeastern R. R. Depot 1.62 "

FROM HEAD OF CANAL STREET TOWARDS LAKE.

"	"	"	"	"	to Rampart street. 0.70 miles.
"	"	"	"	"	to Claiborne street 1.09 "
"	"	"	"	"	to Broad street 1.82 "
"	"	"	"	"	to Metairie Ridge Road 3.60 "
"	"	"	"	"	to Lake (West End via Shell rd.) 6.61 "

FROM CLAY STATUE (Canal St.) TO LOUISIANA JOCKEY CLUB via.

RAMPART AND ESPLANADE STS. 4 miles.

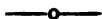
FROM HEAD OF CANAL STREET ALONG RIVER BANK.

"	"	"	"	"	to Ursuline Convent 2.75 miles.
"	"	"	"	"	to Jackson Barracks 3.10 miles.

WIDTH OF MISSISSIPPI RIVER, from bank opposite Jackson Square to Algiers Point (formerly call Slaughter House Point), 2250 feet, equivalent to 0.42 miles.

HACK AND CAB TARIFF,

As fixed by Ordinance No. 1357 A. S.



FOR carriages drawn by two horses, any distance not exceeding one mile or twelve squares, for one or two persons, one dollar each; and for each succeeding mile, or less, seventy-five cents each. For every such carriage hired by the hour, three dollars for the first hour and two dollars for each succeeding hour or fractional part thereof for the use of the entire carriage.

For cabs or carriages drawn by one horse, any distance not exceeding one mile (or twelve squares) for one or two persons, seventy-five cents each; and for each succeeding mile or less, fifty cents.

For every such cab or carriage hired by the hour, two dollars for the first hour and one dollar and a half for each succeeding hour or fractional part thereof, for the entire cab or carriage.

These rates shall apply from sunrise till midnight. From midnight to sunrise the price to be fixed by agreement, but in no case shall double the rates be exceeded.

All public vehicles have a number on their lamps.

PLEASURE VEHICLES.

Fine carriages for driving can be always procured at Frank Johnson's stables corner of Magazine and Julia streets. (Telephone in office). Carriages first-class. Rates reasonable, and reliable drivers.

HOTELS.

ST. CHARLES HOTEL, on St. Charles street, between Common and Gravier streets, one square from Canal street, the largest and principal hotel of the city. Elevator. Rates, \$4.00 per day.

HOTEL ROYAL, on St. Louis street, between Royal and Chartres streets, four squares from Canal street, on the European plan. Newly furnished in magnificent style and opened November, 1884. Rooms from \$1.00 per day and upwards according to location. Rooms with hot and cold baths attached, extra. Elevator.

CITY HOTEL, on Camp street, corner Common street, half a square from Canal street. Rates, \$3.00 per day.

HOTEL DENECHAUD, on Carondelet street, between Union and Perdido streets. Newly furnished and opened December, 1884. European and American plan. Rooms and Board \$3.00 and \$3.50 per day. French Cuisine.

HOTEL VONDERBANCK, on Magazine street, near Gravier street, and adjoining the Produce Exchange. European plan. Rooms from \$1.25 per day upwards.

SOUTHERN HOTEL, corner of Carondelet and Julia streets. Rates, \$2.50 to \$3.00 per day.

CASSIDY'S HOTEL, corner Carondelet and Gravier streets, opposite the Cotton Exchange. European plan. Rooms, \$1.00 per day. Room and board \$2.50 per day.

LEE HOUSE, Camp street, opposite Lafayette Park. Room and Board \$2.50 per day.

WAVERLY HOUSE, corner Camp and Poydras streets. Rooms only.

CARONDELET HOUSE, corner Carondelet and Poydras streets. Rates, \$2.50 per day.

LALLY'S HOTEL, corner St. Charles and Poydras streets. Rates, \$1.50 to \$2.00 per day.

EXPOSITION HOTEL, corner St. Charles and Exposition Boulevard. Rooms, \$1.00 and upward per day.

RESTAURANTS.

MORREAU's, No. 128 Canal street. (The leading and best restaurant in the city.) PIZZINI's, No. 182 Canal street. DENECHAUD's, 64 Carondelet street. COSMOPOLITAN, No. 13 Royal street. VONDERBANCK's, No. 128 Common street. JOHN's, No. 19 Union street. VICTOR's, No. 31 Bourbon street. LEON's, No. 23 St. Charles street. ANTOINE's, No. 65 St. Louis street. BORGES, No. 109 Customhouse street. FOUR SEASONS, No. 111 CHARTRES street. ZIEGLER's, No. 10 Royal street. FABACHER's, No. 23 Royal street. PHOENIX, No. 66 St. Charles street.

BATHS.

CONTI STREET BATHS, No. 102 Conti street, between Bourbon and Dauphine streets. Warm and cold baths 35 cents. Turkish and Russian Vapor baths (\$1.00) every day for gentlemen; for ladies, Tuesdays, Thursdays and Saturdays, 10 A. M. to 12 M.

DR. JONAS' BATHS, No. 40 St. Charles street, opposite St. Charles Hotel. For gentlemen only. Turkish and Russian baths, \$1.00. Electric baths, \$2.00. Massage baths, 75 cents. Sulphur baths, \$1.00.

ST. CHARLES HOTEL BATHS, No. 150 Common street. Warm and cold baths, 25 cents.

BARBERS.

No. 16 St. Charles street, No. 157 Common street, No. 149 Common street, No. 162 Common street.

TELEGRAPH AND DISTRICT MESSENGER SERVICE.

American District Telegraph Co., No. 157 Common street.
Merchants' District Telegraph Co. No. 195 Gravier street.

GENERAL TELEGRAPH OFFICE.

Western Union Telegraph Co., corner St. Charles and Gravier streets. Open all day and night, Sundays included.

ACCOMMODATIONS.

RESTAURANTS.

MANY persons, who live in furnished rooms, take their meals at restaurants, or have them sent, especially if ladies, to their rooms. Ladies do not generally dine in the open saloon of the restaurants, except during the Carnival week, when there is so great a crowd. Rooms are attached to all restaurants where ladies may dine with or without escorts. At all these places the charges are *a la carte*, that is, each dish ordered is charged separately, and each dish called for is only sufficient for one person. All restaurants in the city take boarders by the month or week, and two meals only are furnished. No particular hour is fixed and each party has a table to itself. The number of dishes ordered is not restricted, except that game, or other dishes, the first of the season, are not generally served without an extra charge. Wine is cheap, and usually the price of board is fixed with or without wine. Hours for breakfast, 8 to 12 M.; Dinner, 3 to 7 P. M. The restaurants are kept by Frenchmen and in the French style. The dishes are a mixture of French and Creole cooking, which is much appreciated by "*bon vivants*." Strawberries appear in the middle of winter, but come into season in March and last until end of April. Mespilus plums (Japanese plums) ripen early in the Spring. Dewberries appear in April and last about three weeks. Blackberries ripen about June and remain in season until July. Peaches make their appearance in May and last until September. Cantilopes or musk-melons and watermelons are in season in June. Figs make their appearance in July, and last six weeks. New potatoes and green peas come in during February, and artichokes in April. Wild ducks, snipe, woodcock and partridges are plentiful in the winter season. Rice birds, papabottes and other birds are much prized by "*gourmets*." Pompano, an expensive fish, is the fish that is most prized. Sheep head, red-fish, red-snappers, shrimp, (from lake and river) are excellent fish. Out of the cray-fish (pronounced *craw-fish*) is made the celebrated "*bisque soup*." Green turtle is very plentiful and can always be had. All the restaurants have rooms where large dinners can be served in elegant style. For such dinners, special arrangements are made in advance, at so much a head. At the Lake Ends, the termini of each steam railroad line, are excellent restaurants, and breakfast or dinner parties are often made up for excursions to these resorts.

BOARDING HOUSES.

All through the city are scattered innumerable boarding houses, at which the prices of board vary from twenty dollars per month upwards, according to location, style of house, and accommodation. Board is payable by the month or week, according to agreement. In the newspapers may be found advertisements which will indicate where board and lodging may be obtained. The principal streets where the boarding houses may be found are Camp and St. Charles streets above Lafayette Square, Prytania street, Canal street, and the first block on Dauphine from Canal street.

ROOMS.

Rooms and suites of apartments are to be had all over the city. Many persons, especially colored women, make it a business to keep furnished rooms or "*chambres garnies*," as they are called here. Prices of rooms, lodging only, vary from \$10 per month upwards. Gas is usually an extra charge, sometimes meals will be furnished. The best streets are Rampart, Canal, Dryades (between Common and Canal streets), Common street (between Baronne and Dryades streets), Royal street, Dauphine street (between Canal and Customhouse streets). Bourbon Street (between Canal and St. Louis streets). Rooms to let are generally indicated by small signs hanging from the galleries.

LUNCH HOUSES.

In New Orleans all the bar-rooms, or *coffee houses*, as they are usually called, are a combination of the French café and the American bar. In some of them seats were provided, but gradually the custom of taking drinks seated has fallen into disuse. The saloons are very handsomely decorated and some provide excellent liquors. The price of drinks, mixed and plain, is 10 or 15 cents. At nearly all these establishments, between half-past eleven and one o'clock, free lunches are spread for those who patronize the bar. These lunches consist of soup, fish and meat, vegetables, salads, etc. Ladies do not resort to these places, but at Kuntz's (corner of Canal and Carondelet streets), Bonnetaze's (corner of Canal and Baronne streets), at the Christian Woman's Exchange, 41 Bourbon street, and McCloskey's, 147 Canal street, (cakes, soda, coffee only) excellent lunches can be had at reasonable prices.

FURNISHED AND UNFURNISHED HOUSES.

Furnished and unfurnished houses can be rented by applying to the several real estate agents in the city. The rents vary according to the

house, location, and contents. All leases are made generally to date from October 1st to September 30th, but sometimes houses can be hired for a shorter period of time. The leases are always in a printed form and generally contain the clause obligating tenants to keep the privies clean. In New Orleans there are no sewers and night soil is removed by carts at a small charge, but all landlords are bound when leasing their property to deliver the privies clean and in proper order before the lease is signed. Rents are payable monthly, for which payments the lessee generally furnishes his notes, which are identified with the lease and are made payable at some bank in the city. Servants, white or colored, can be procured through advertising in the want column of the newspapers, and should furnish good references. Wages: Cooks \$10 to \$25; Waiters \$15 to \$30; Chambermaids \$10 to \$20. Milk, bread and ice are delivered at the house. Groceries can be ordered by postal card, and are delivered at the house. Wood is purchased from neighboring wood shops. Coal, at any coal merchant's, is sold at so much per barrel, but in not less quantities than a cart-load (ten barrels). Coke is purchased also at the coal merchant's, at 35 to 40 cents per barrel in loads of not less than ten barrels. Gas costs one cent per hour per burner while in use. Application for gas must be made at the Gas Office (corner of Baronne and Common streets from 9 A. M. to 3 P. M.) and a deposit of \$15 made before the gas is turned on. When the gas is cut off, the deposit is returned with interest added.

SOCIAL MANNERS AND CUSTOMS.

THE social manners and customs of New Orleans, a mixture of the French, Spanish and English, are somewhat different from those of other parts of the United States, and, as their peculiarities are rigidly adhered to, a few words on this subject may be found useful.

The Tourist, if he has friends in the city that he wishes to see, should immediately on arrival, unless he desires to call at their office, send his visiting card by city post or by district messenger to the parties, taking care to write his full address on the card. The arrivals at the principal hotels are published in full by all the daily papers, but often, as during the Carnival week, the crowd is so great that some names may be accidentally omitted, or a name, in the great number of arrivals published, may escape the notice of friends. *Letting your friends know immediately that you are in town is one of the best ways of obtaining invitations to balls and other festivities.* Ladies and gentlemen call on strangers at the hotels on Sundays, after church, or during the week days and evenings, especially the gentlemen, between 6 and 8 P. M., at which latter hour all theatres open. Gentlemen call on reception evenings, on Sundays, after church hours, and on Sunday evenings from 6 to 10 P. M.

Balls and Parties. The season of balls and parties begins about the 15th of December and lasts until Ash-Wednesday, the first day of Lent. For these entertainments, which begin at 9 P. M., formal written or engraved invitations are sent, which should be accepted or declined, in writing.

Breakfasts. During the Spring breakfast parties are given at some restaurant, or at the Lake, and the hour usually chosen is 10 o'clock.

Lunches. During the Winter and also in the Lenten Season lunches are given at private residences. These entertainments, which are almost exclusively for ladies, take place about 11 or 2 P. M., and last until 5 P. M. The ladies attend in visiting dress, and sometimes there is music, but no dancing.

Dinners. In the Winter season and in Lent dinners are constantly given. To those for which formal invitations are issued, an acceptance or regret should be sent immediately. Formal dinner parties begin at 6 and end at 11 P. M., and full evening dress is the usual costume. The customary dinner hour for families is four o'clock, but many do not dine

until five and even six o'clock. The custom of dining socially with friends on Sundays prevails, and such dinners, for which invitations are often made as late as the morning of the day itself, are verbal and are generally for four o'clock.

Suppers. Suppers are often given at the restaurants or confectioners after the theatre is out, but do not last very late.

Theatres. The theatres all commence at 8 o'clock, except the French Opera which begins sometimes earlier when a long opera is to be given. Visiting costume is sufficient for all theatres except the French Opera, where full evening dress (ladies without bonnets) is usual for those in the box tiers. The custom of young ladies attending the theatre alone with a gentleman does not generally prevail, as in other cities.

Churches. High-mass is celebrated at all Catholic churches at 10 A. M., and ends at 12 M. The services at all the Protestant churches begin at 11 A. M., and end at 1 P. M. The morning services are well attended, but the evening services are neglected.

Promenades. The hour for promenades in Winter is from 3 to 5 P. M. In Summer from 6 to 8 P. M. Canal street is the usual resort. Up town, Prytania, Jackson, St. Charles and the cross streets are much frequented. Down town, Rampart, and Esplanade streets are the favorite walks.

Driving. The hours for driving vary according to the seasons. In Winter from 3 to 5 P. M. In Spring a little later. In Summer after dinner from 6 to 8 P. M. Driving parties of three or four are often formed. (See Drives.)

Riding. The custom of horseback riding does not prevail in the city as much as at the North. Good saddle horses can be had at the livery stables and the usual ride is up St. Charles Avenue. The usual hours are, in Winter 3 to 6 P. M. In Summer 6 to 8 P. M.

Races. The Races commence the Saturday preceding Easter and occupy one week. The last day of the meeting generally closes with a four mile race, and is largely attended. The races take place at the Fair Grounds, and begin at 3 P. M. No ladies are permitted on the Grand Stand, unaccompanied by gentlemen. Members of the Jockey Club are entitled to free admission for ladies accompanying them, and ladies, accompanied by members, are invited to visit the Club House.

Clubs. The clubs are seven in number. All the clubs are on the *open* plan (except the Pickwick and Louisiana Clubs), and strangers are invited by members for a limited time.

Flowers. Bouquet stands, corner of Royal and Canal streets. Floral designs made by Maitre, No. 7 Camp, and 602 Magazine street. Muller,

corner of Canal and Dauphine streets, next to Church. Baker, No. 14 Camp street.

Invitations to Carnival Balls. The Twelfth Night Revellers, The Knights of Momus, The Mystick Krewe of Comus, The Knights of Proteus, and the Rex are mystic organizations which give annual balls. The Twelfth Night Revellers' ball takes place on Twelfth Night, January 6th. (called King's day, *Four du Roi*, by the French.) The Momus Ball takes place the Thursday before Mardi Gras; Proteus, the Monday before Mardi Gras, and the Mystick Krewe and Rex balls on Mardi Gras night. If no invitations to any of these entertainments are received shortly after arrival in the city or after the tourist's card has been sent to his friends, it would be well to mention the fact to any friends who may call. *If the tourist has no friends in the city it is considered proper to address a note to any of these societies, through the Post Office, asking for invitations.* In this request give each name in full, where from, and, above all, the precise address (number and street, if at a private house) where you wish the invitation delivered. If the invitation committee of these secret societies decide that the invitation shall be issued, it is at once sent to the address indicated, but, sometimes, owing to the number of invitations amounting to several thousands, it may not reach the proper destination until the afternoon of the ball. These invitations are *strictly personal and are not transferable.* Any one detected endeavoring to enter on another person's invitation, (especially at the Momus Revellers, Proteus, and Comus Balls) is refused admittance at the door by the committee of gentlemen who have charge of the ball. Ladies and gentlemen are expected to be in *full evening dress* at the Revellers, Momus, Proteus, and Comus balls. A lady with a bonnet is not permitted to enter the lower tier of seats, but is escorted by a gentleman of the committee to an upper gallery and is not expected to venture on the floor of the ball-room. Invitations to these balls do not require any acceptance or regret.

Visiting. The etiquette of receiving and returning visits and of leaving cards on departure after a prolonged stay is rigorously adhered to, and strangers should be careful to observe these customs. Reception days for ladies are kept very generally, and the hours are from 1 to 4 P. M., but some ladies receive any day. Gentlemen, if strangers, also call on these days. The reception day of a lady is stated on her card, and when no day is given the lady has no reception day. Ladies whose sojourn in the city is limited, can call on Sunday, after church hours, between 1 and 3 P. M.

Boating. Annual rowing regattas take place on the Lake. The St. John Club, the leading rowing organization, has a club house at the West End. Also, the West End and other clubs and boat-houses are situated at this resort.

Yachting. The proximity of the lake permits great indulgence in this favorite sport. At the West End is the Southern Yacht Club, a large and fine building, at the extreme end of the Canal. Regattas take place here in May and June. On these occasions the Club House is open to invited guests. Yachts can be hired by the hour at moderate prices. For a cruise of several days, cabin yachts with crews can be hired at reasonable rates.

Cock-Fighting. This sport has many votaries among the Creole and Spanish population. Mains take place every Sunday from 9 A. M. to 3 P. M. at the cock-pit on Dumaine street. (*Take the Claiborne street cars, on Canal street, to Dumaine street, and walk three squares toward the woods.*)

Hunting. The hunting season opens Sept. 15th. The plantation fields around the city are the usual places to find small game. For Ducks, Miller's Bayou on Mobile R. R., is the best place. Mrs. Miller, near the bridge, keeps a hunter's hotel. Hunting information can be obtained at the gun store, No. 55 St. Charles street.

Fishing. The Lake and Miller's Bayou on the Mobile R. R. are the favorite grounds. For further information apply to the Sportsman's Depot, No. 55 St. Charles street.

AMUSEMENTS AND HOLIDAYS.

THEATRES. During the Winter and Spring, the opera and theatres (see amusements) are open, and all the leading theatrical novelties and plays are produced by travelling combinations.

CHRISTMAS. This holiday is observed by the Americans in the usual old English manner, but among the Creoles is only a religious festival. Midnight Mass on Christmas Eve, with fine music, is celebrated in the Catholic Churches, and on Christmas morning there is High Mass with music, at 10 o'clock.

NEW YEAR'S DAY. The usual visiting takes place, and this day is celebrated among the Creoles like Christmas among the English, sending presents to friends and having large family dinners.

JANUARY 6TH. Twelfth Night, the "*Four du Roi*," or King's Day among the Creoles. This night is celebrated by a large ball, given by the Twelfth Night Revellers, a mystic organization, at which a cake, containing a locket in the shape of a bean, is cut for their young lady friends. There are also many other bean-cake parties given among the Creoles.

JANUARY 8TH. Anniversary of the Battle of New Orleans. A review of the militia by the Governor.

FEBRUARY 22ND. Washington's Birthday, balls and a review of the militia by the Governor take place.

MARCH 4TH. Annual parade of the Fire Department. A novel and attractive procession.

MARDI GRAS. The celebration of Mardi Gras begins on the THURSDAY previous. On this evening the Knights of Momus procession parades at night, and, later their ball takes place.

SHROVE MONDAY. This day, called by the French *Lundi Gras*, is celebrated by the reception of the King. His Majesty (called "Rex") arrives in state at the foot of Canal street and, escorted by the military and the Dukes of his realm, visits the City Hall, where the keys of the city are presented to him by the mayor. The King then goes to the St. Charles Hotel and holds a reception. In the evening, His Majesty, attended by a brilliant suite, visits the theatres in state. The entrance of the King and his court into the royal state box is heralded by the orchestra playing the royal anthem. Also, on this evening, the ball of the *Knights of Momus* takes place at one of the theatres.

MARDI GRAS. This, the great day of the Carnival, was formerly celebrated in different manners. The throwing of flour, in former times the custom, is forbidden. At 12 o'clock, the Rex procession appears, the route of which is announced in the daily papers. After parading the streets, the King retires to his palace, where a grand ball takes place in the evening. His Majesty selects a Queen and crowns the lady. The Queen appoints her Maids of Honor, and then a reception takes place in the throne room. At dark, all maskers retire from the streets, and, at 8 o'clock, the "*Mystick Krewes of Momus*" comes out of their mysterious den. The route of this procession is generally illuminated, and the streets are thronged with a dense mass of humanity. The "Krewes" retire to one of the theatres, and, after a series of tableaux, a ball takes place. All the theatres give mask balls, which are attended by gentlemen only.

ASH WEDNESDAY. The day following Mardi Gras is Ash Wednesday, and is celebrated as a church fast, being the first day of the forty days of Lent. On this day Roman Catholics visit their churches, and have a cross in ashes made upon their foreheads.

ST. JOSEPH'S DAY. This day, called by the French "*Mi-Careme*" or Mid-Lent, is a great occasion for balls and jollification, as the observance of the fasting is suspended for a day.

PALM SUNDAY. A church festival, commemorating the entry of the Saviour into Jerusalem, is celebrated by the blessing of palm leaves in the Catholic churches.

HOLY WEEK. This week is strictly observed in the city.

MAUNDAY, OR HOLY THURSDAY. Services in all the churches, including the washing of the feet of twelve poor men by the Archbishop, at the

Cathedral, in commemoration of the Saviour washing the feet of his Apostles. Tenebrae, at 3 o'clock in all Catholic churches.

GOOD FRIDAY. Legal holiday. Services in all the churches, Catholic, Episcopal, and Lutheran. No bells are rung, no music in the Catholic churches, and their alters, denuded of all ornaments, are covered with ~~crape~~. Before the alter is a crucifix which all devout Catholics kiss.

HOLY SATURDAY. On this, the last day of Lent, in all the Catholic churches the oils and the water to be used in baptism and extreme unction during the year are consecrated. The Pascal candle is lighted.

RACES. The Spring Races commence on this day and continue one week.

EASTER SUNDAY. Easter is observed in the Catholic and Episcopalian churches by services with fine music. The Jesuit's church music is considered the best. Easter eggs, colored and in a variety of styles, are sold in quantities.

SPRING ENTERTAINMENTS. After Easter, charitable entertainments take place, and are the resort of fashion. Concerts are given at the Jockey Club House.

CORPUS CHRIS I DAY (in French, Fête Dieu). Formerly celebrated by a procession of the Archbishop and Clergy around Jackson Square bearing the Sacrament. The procession now takes place inside the Cathedral.

JULY 4th. The National Holiday is honored by a parade of the militia, and a review by the Governor.

SEPTEMBER 14th. Anniversary of the fight against the Kellogg state government of 1874. This day is sometimes celebrated by a parade and the decoration of the graves of those who fell in the fight.

NOVEMBER 1st. All Saints Day, in French "La Toussaint." A day on which it is the custom to visit the cemeteries. The tombs are decorated with flowers and ornaments. In the Creole cemeteries lighted candles are sometimes placed at the graves. In the afternoon, the Societies visit the cemeteries with bands of music. Services are also held in some of the graveyards. The stranger on this day should visit the old St. Louis Cemetery on Basin street, three blocks from Canal street (see Cemeteries).

DIRECTIONS FOR THE TOURIST.

TO visit the principal points of interest with care and comfort, and without loss of time, it is best to take a carriage by the hour, but many strangers prefer the street cars on account of economy and easy riding. The city is perfectly level, and, consequently, the speed of the cars is greater than in other cities. Lines of railroads radiate from Canal street all over the city, and the cars, which, on some lines, from the narrowness of the streets, are obliged to go up one street and down the next, are clean. The fare is only five cents. Before starting out, consult the week's programme, as given in the Guide, and select such sights as you desire. In this Guide the sights are minutely described and arranged ALPHABETICALLY, and to them the tourist must constantly refer. Study the car system and much time will be saved. To obtain a good idea of the city and its extent, go first to the Custom House and ascend to the roof. If the traveller happens to be in New Orleans in Winter, the best hours for sight seeing are from 10 A. M. to 3 P. M., in Summer, the early morning hours are preferable on account of the heat in the middle of the day.

CENTRE OF CITY.

The centre of the city is considered to be at Clay Statue, on Canal street. From this point, or within two squares, all the lines of railroads radiate to all parts of the city.

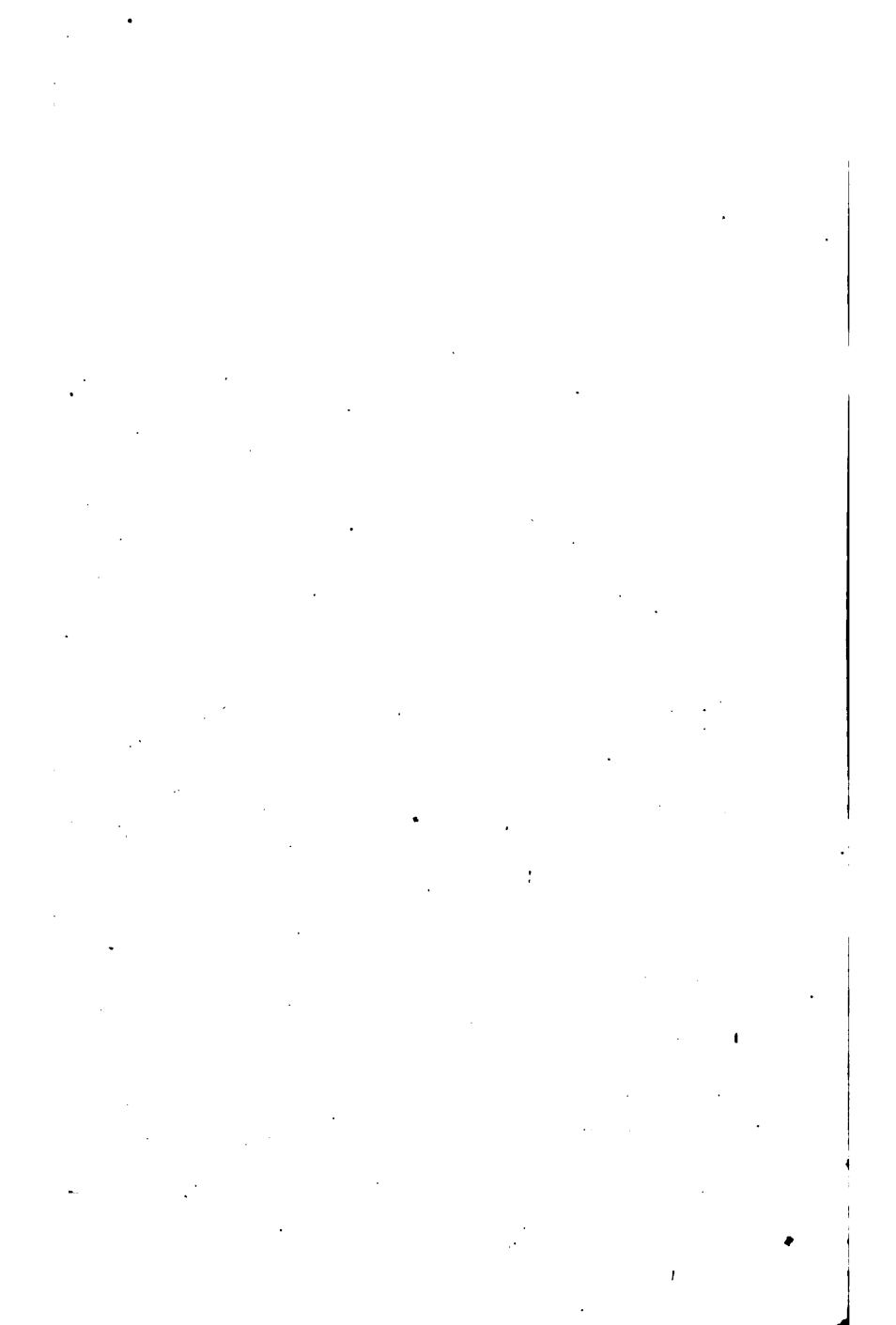
PRINCIPAL STREET.

The main avenue of the city is Canal street. On this street, which is the chief promenade, are situated the principal shops, confectioners, stores, and clubs. It is also the dividing line between the old city (French town) situated below, and the new town (American portion) situated above that line.

OLD AND NEW CITY.

The contrast between the old and new city is very marked. Below Canal street, the streets bear French





names, many of them being called after titles belonging to the Royal family of France, and on the houses the signs are mostly in French or in French and English. French is the principal language, and the manners and customs of "La belle France" still prevail. The people keep to themselves, and many of the inhabitants have never gone above Canal street. Above this line the buildings are more modern, the streets have English names and French is heard at rare intervals.

CARS.

All the city railroads terminate on Canal street, and to go from one portion of the city to another above or below this line a new car must be taken, except on one line only (a red car on Carondelet street, which crosses from up town to down town on Canal street, and goes down Bourbon street). The cars are kept very clean, and the utmost decorum is strictly enforced, so that ladies unattended can ride with safety to any part of the city. Few private families keep carriages, as they prefer the easy riding of the cars. The Prytania street line is much used by ladies and children; as it runs through a portion of the city inhabited by the wealthy classes, very few, if any, objectionable persons are seen in its cars. The fare all over the city is five cents. The cars, having no grades to ascend, are drawn by one mule and have no conductors. Passengers are expected to deposit their exact fare in the box on entering the cars, and should they fail to do so, a tap of the drivers' little bell will remind them of their forgetfulness. Drivers provide change, not exceeding two dollars. Cars run during the day at intervals of five minutes, until 9 P. M., after which they run until 12:15 A. M. at intervals of fifteen minutes, and after 12:15 A. M., on some lines, every hour.

UP-TOWN LINES OF CARS,

STARTING POINT ON CANAL STREET NEUTRAL GROUND, RIVER SIDE CLAY
STATUE.

Yellow Cars. (at night red light). Camp and Prytania streets line. Leaves every 5 minutes until 10 P. M., then every 15 minutes until midnight; after midnight every hour until 5 A. M.

Green Cars. (at night white light). Magazine street line. Leaves every 2 minutes from 5 A. M. to 9 A. M.; every 3 minutes from 9 A. M. to 3 P. M.;

every 2 minutes from 3 P. M. to 7 P. M., and every 5 minutes from 7 P. M. to midnight; after midnight every hour until 5 A. M.

STARTING POINT CORNER OF ST. CHARLES AND CANAL STREETS.

White Cars. (at night white light). Carondelet street line. Leave every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Red Cars. (at night red light). Jackson R. R. line. Leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Green Cars. (at night green light) Rampart and Dryades streets line, leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

STARTING POINT AT HEAD OF CANAL STREET ON TRUNK LINE OUTSIDE OF NEUTRAL GROUND.

Green Cars (at night green light). Canal and Coliseum streets line, leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight; after midnight every hour until 5 A. M.

STARTING POINT CORNER OF BARONNE AND CANAL STREETS.

Green Cars (at night green light). Carrollton line leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Red Cars (at night red light). Jackson street line leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

STARTING POINT ON NEUTRAL GROUND, CORNER OF CANAL AND CHARTRES STREETS.

Green Cars (at night green light). Tchoupitoulas street line leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight. This line runs to Cotton Presses and Ice Works.

Red Cars (at night red light). Annunciation street line leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

DOWN-TOWN LINES OF CARS.

STARTING POINT ON CANAL STREET NEUTRAL GROUND, WOODS SIDE OF CLAY STATUE.

Yellow Cars (at night red light). Esplanade street and Bayou Bridge line, leaves every 5 minutes until 9 P. M., then every 30 minutes until midnight; after midnight every hour until 5 A. M.

Red Cars (at night white light). Rampart and Dauphine streets line leaves every 5 minutes until 10 P. M., then every 15 minutes until midnight; after midnight every hour until 5 A. M. Connects with Barracks and Slaughter House line.

STARTING POINT CLAY STATUE.

Blue Cars (at night blue light). Canal, Dumaine and Bayou St. John line: leaves every 5 minutes until midnight.

Green Cars (at night green light). Canal, Dumaine and Fair Grounds line: leaves every 5 minutes until midnight.

STARTING POINT OPPOSITE CUSTOM HOUSE.

Yellow Cars (at night red light). Esplanade and French Market line leaves every 3 minutes until 10 P. M., then every 30 minutes until midnight.

Green Cars (at night red light). Levee and Barracks line: leaves every 5 minutes until 10 P. M., then every 30 minutes until midnight. Connects with Barracks and Slaughter House line.

REAR OF CITY LINES OF CARS.

STARTING POINT CANAL, ST. NEUTRAL GROUND, WOODS SIDE OF CLAY STATUE.

Green Cars (at night white light). Canal street line to Cemeteries leaves every 7 minutes for station on White street, and for end of route every 15 minutes until midnight.

STARTING POINT HEAD OF CANAL STREET, PASSING ON TRUNK LINE OUTSIDE OF NEUTRAL GROUND.

Yellow Cars (at night white light). Canal and Common street line to Charity Hospital, etc., leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Yellow Cars (at night green light). Girod and Poydras streets line to Mississippi Valley R. R. depot, leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Yellow Cars (at night red light). Canal and Claiborne streets line, leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Red Cars (at night red light). French Market line, leaves every 5 minutes until 9 P. M., then every 15 minutes until midnight.

Steam Trains.

STARTING POINT NEUTRAL GROUND, CANAL STREET, to "West End."

STARTING POINT CORNER OF BASIN AND CANAL STREETS., to Spanish Fort."

STARTING POINT ELYSIAN FIELDS STREET AND LEVÉE, to "Milneburg or Old Lake."

Steam Ferries.

First District Ferry. From Canal street to Algiers. Fare, 5 cents.

Second District Ferry. From the French Markets to Algiers. Fare, 5 cts.

Third District Ferry. From Morgan Depot to Algiers. Fare, 5 cents.

Fourth District Ferry. From Jackson street to Gretna. Fare, 5 cents.

Sixth District Ferry. From Louisiana avenue to Harvey's Canal. Fare, 5 cents.

Richard street Ferry. From Richard street to Free Town. Fare, 5 cts.

Skiff Ferries.

Upper Line Ferry. Upper Line street to Millaudon (Ames) sugar plantation. Fare, 5 cents.

Carrollton Ferry. Carrollton to Nine Mile Point and Orange Groves. Fare, 5 cents.

Slaughter House Ferry. U. S. Barracks to Algiers Shore. Fare, 5 cts.

CAR EXCURSIONS.

No. 1 To the Lake End (West End) and Cemeteries. Steam Trains. Fare, round trip, 15 cents

No. 2. To Spanish Fort, Steam Trains. Fare, 15 cents.

No. 3. To Milneburg (Old Lake). Steam Trains. Fare, round trip, 15 cents.

No. 4. To Carrollton, horse cars and steam dummy trains. Fare, 10 cents each way.

No. 5. To U. S. Barracks, Slaughter Houses, Battle Field, Battle Monument, and Chalmette Cemetery. Fare, 5 cents each way.

No. 6. To Bayou Bridge, Jockey Club and Old City Park. Fare, 5 cents each way.

No. 7. To Ice Works, Water Works, Cotton Presses. Fare, 5 cents each way.

No. 8. To Millaudon's Sugar Plantation. Cars, 5 cents each way. Ferry, 10 cents.

No. 9. To Carrollton by steamboat, return by cars.

No. 10. Over Claiborne street R. R. lines. Fare, 5 cents each way.

No. 11. To Steamboat Landing, Jackson street cars. Fare, 5 cents each way.

No. 12. To Louisiana Retreat (Insane Asylum), by Coliseum street cars. Fare, 5 cents each way.

No. 13. To Fair Grounds, Jockey Club. Fare, 5 cents each way.

PROMENADES.

No. 1. Down Chartres street to Jackson Square and across to the French Market, down Levee to the Mint on Esplanade street. Up Chartres street to the old Convent (Archbishop's Residence). Thence into Royal street. Up Royal street to Canal street.

No. 2. On Canal street to the Custom House and to the Steamboat Landing at the head of Canal street.

No. 3. Up St. Charles street to the City Hall on Lafayette Square, thence to the Lee Monument, then turning into Camp street and down this street to Canal street.

No. 4. Take Prytania street cars and get out at Jackson street. Up Prytania street to Eighth street, visiting, en route, Washington street Cemetery, thence to Louisiana avenue into St. Charles avenue, and down St. Charles avenue to Jackson street, and from there take cars to Canal street.

No. 5. Down Bourbon street to French Opera House, thence to Orleans street, passing the old Date tree of Pere Antoine. Out Orleans street to Congo Square and to the Parish Prison. Cross the Canal to the streets leading to the old St. Louis Cemetery. Thence to Canal street.

No. 6. Out Common street to the Tulane University and to the Charity Hospital, thence to Canal street and back to the Clay Statue

No. 7. Out Canal street to Claiborne street, thence to the Canal street Press to witness compressing of Cotton, the three:

Catholic Cemeteries, the Carondelet Canal. Cross the Canal to Orleans street to the Treme Market, the Parish Prison, to Congo Square, cross the square to Rampart street, up Rampart street to Canal street.

DRIVES.

A GENERAL DRIVE.

Up St. Charles avenue to Carrollton avenue. Down shell road to the New Canal, down New Canal shell road to the Lake. Return up New Canal shell road to Half Way House to Metairie Road, Down Metairie Road to Bayou Bridge, to Esplanade street, up Esplanade street to the river, up the river, passing the French Market, to Canal street.

DRIVE NO. 1.

Up St. Charles avenue to Carrollton, down Carrollton avenue shell road to New Canal. Down New Canal shell road to Half Way House, cross the New Canal to Metairie Road and to Canal street.

DRIVE NO. 2.

Out Canal street to the Half Way House. Down shell road to Lake. Return same way.

DRIVE NO. 3.

Down Chartres street to Esplanade street. Out Esplanade street to Bayou Bridge. Down the shell road to Spanish Fort. Return via Esplanade and Broad streets.

DRIVE NO. 4.

Down the Levee to U. S. Barracks, passing the French Market, the Mint, the Slaughter Houses, Battle Field and Battle Monument to the National Cemetery at Chalmette. Return via Dauphine and Rampart streets.

DRIVE NO. 5.

Up Magazine to First street. Down First street to St. Charles avenue. Up St. Charles avenue to Washington avenue. Down Washington avenue to New Canal shell road. Up Common street to St. Charles Hotel.

DRIVE NO. 6.

Out Canal street to Broad street shell road. Down Broad street to Esplanade street. Down Esplanade street, passing Jockey Club House, thence across Bayou St. John, up Metairie Road to Canal street, then up Canal street.

DRIVE NO. 7.

Out Canal street to Levee. Down the Levee to Esplanade street. Out Esplanade street to Rampart street. Up Rampart to Canal street.

EXCURSIONS OUT OF THE CITY.

THE JETTIES. Leave on Saturday evening by the Lower Coast Packet. Arrive at Jetties next morning. Return up the river in daylight, passing orange groves and sugar plantations. Arrive in the city Sunday night.

LAKE SHORE. To Bay St. Louis, Pass Christian, Mississippi City or Biloxi (watering places on the Gulf of Mexico). Leave on morning train by Mobile R. R. Return same day. Distance 50 to 80 miles.

THE TECHE. To the Teche by Morgan's R. R. Leave in the morning and go as far as New Iberia, or go as far as Morgan City by rail, thence by boat up Bayou Teche, which affords the best view of the country. The Teche country was the home of Longfellow's "Evangeline." Return the next day.

TO MANDEVILLE. Take the cars to West End and boat thence to Mandeville, Madisonville and up the Tchefuncta river to Covington. A pleasant and cheap excursion. Return same day, on the same boat, or the following day.

BAYOU LAFOURCHE. Take a Lafourche packet, via Mississippi River, that passes down Bayou Lafourche in daylight. The boat ascends the Mississippi River to Donaldsonville, where the Bayou flows out of the river towards the sea, thence down the Bayou, a narrow stream bordered with extensive plantations in a high state of cultivation, to Thibodeaux, a small interior town. Thence by Morgan's R. R. back to the city. Time, 24 hours.

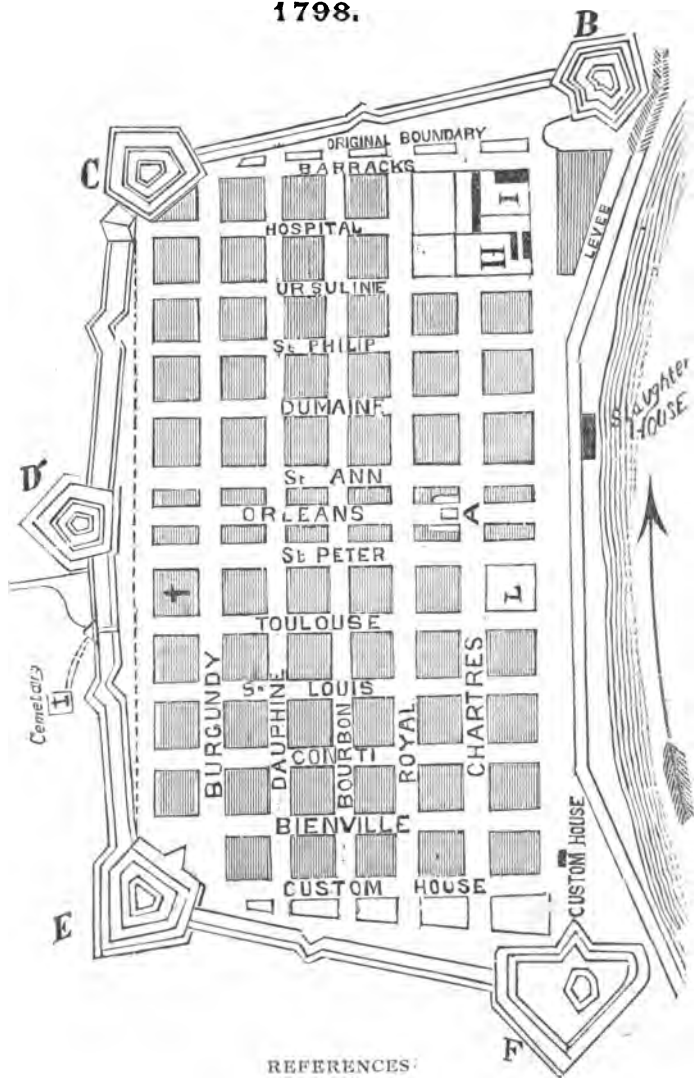


THE city of New Orleans, sometimes called the "Crescent City," from the crescent shape curve of its river front, was founded by Bienville in 1718, on the east bank of the Mississippi River. The site chosen was the high land situated between the river and the head waters of Bayou St. John, a stream which rises in the rear of the city and flows into Lake Pontchartrain. The present limits of the city, on the east bank, extend from the suburb of Carrollton to the Rigolets (the stream connecting lakes Pontchartrain and Borgne) near the line of the Mobile R. R. and from the river to the lake. On the west bank, from Gretna to the English Turn, 15 miles below the city. The total area of the city is about 105 square miles, with a front of over twelve miles on the east bank of the river. The least distance from the river to the lake is at the head of Elysian Fields street, at which point the distance is about four miles. This vast area of territory is not densely populated, except along the river bank, and the portion built up extends generally to about one mile back from the river. The city has many miles of streets, of which twenty-two are paved with square block stone.

According to the census of 1880, the total population is 216,090 of which 158,367 are white and 57,617 colored (miscellaneous 106), but in winter months the total population may be estimated to be 250,000. The centre portion of the city is built of brick and stone, but outside of certain prescribed limits wooden buildings are erected. This custom of building in wood is generally confined to the erection of dwellings, and in this way some of the finest quarters

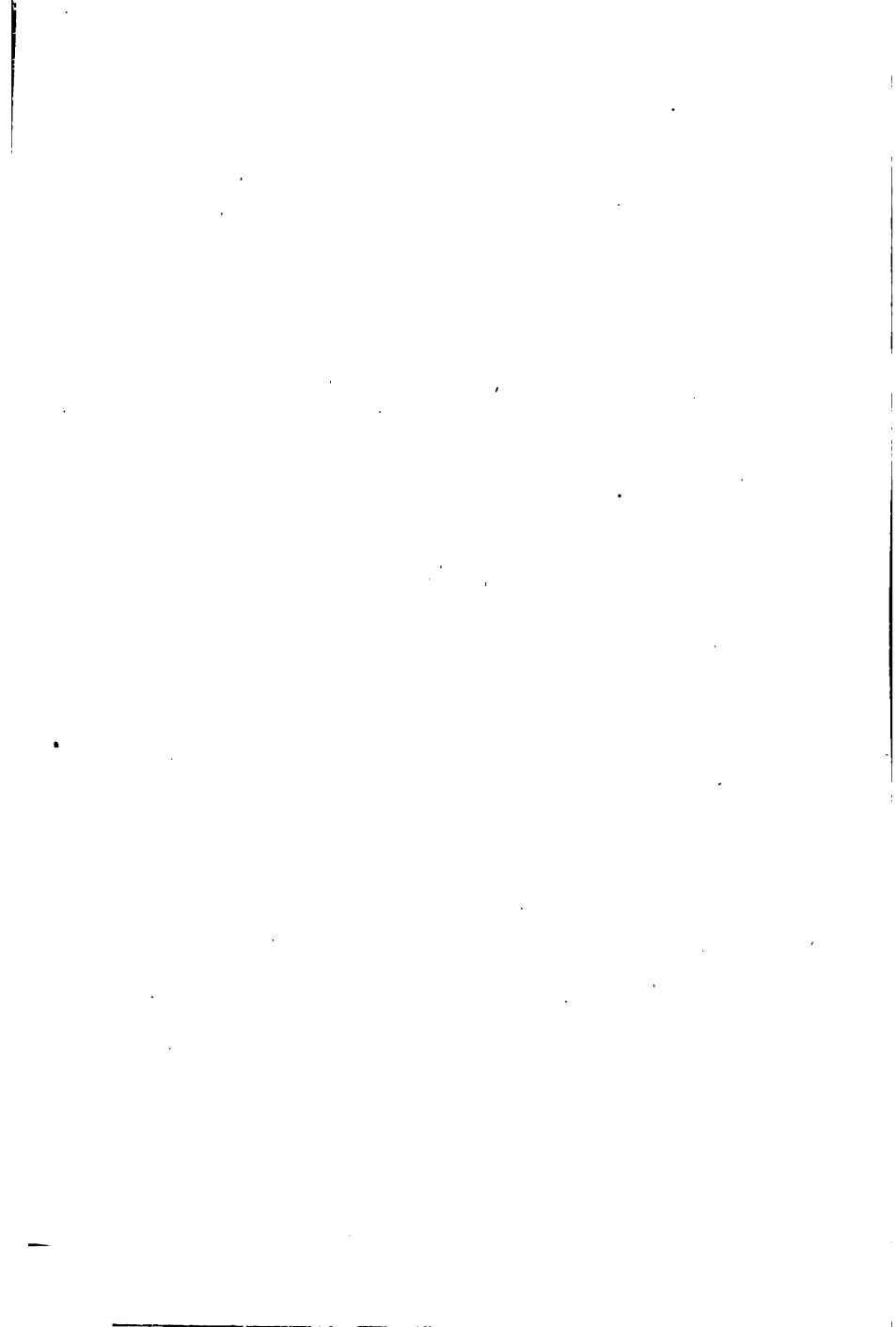
are entirely built of wood. As the climate is damp, wooden dwellings are generally preferred, as they are considered drier than those of brick. The streets of the city are several feet below the level of the river, and the stranger is at once struck by the novel sight of the surface water running from the river. Owing to the marshy soil of the city underground sewage is not in use, and surface drainage carries off all the sewerage except that of the house sinks, the contents of which have to be carted off and dumped into the river. The land slopes gradually towards the rear, and midway is a ridge of land, called the Metairie Ridge, two feet high, created in former times by the waters of the lake and river meeting together. Beyond the Metairie Ridge a great marsh extends, which the storms of the lake annually inundate. The gutters of the city gradually slope towards the centre of the basin formed by the high land on the river bank and the ridge. At this centre-point the gutters empty their contents into large canals, at the end of which powerful drainage wheels pump the contents into canals discharging into the lake. This system of drainage does very well, except when the east winds blow the waters of the Gulf into the lake and cause the lake to rise and the canals to fill up. When this occurs, the rear portion of the city is sometimes under water for days. Bayou St. John being the natural drain of the site, its ramifications can be seen on each side of the Canal street shell road and the engineers have followed out these lines, traced by nature, by digging, in all low places, canals leading to the lake. The whole rear portion of the city, except the ridge, was at one time a vast swamp filled with gigantic cypress trees and only a few years ago the trees extended as far up as Claiborne street, fifteen squares from the river. This peculiar system of drainage, and the singular position of the city, upsets all preconceived ideas of location. In New Orleans the upper side of the street is the south side and the lower side the north, for the river in front of the city makes a sharp curve, flowing to the north. The city is regularly laid out in squares, with narrow streets and a few wide avenues. The original city comprised that part lying between Canal street and Esplanade street, the river and Rampart streets. This portion was surrounded by a wall

CITY OF NEW ORLEANS AND FORTIFICATIONS, 1798.



REFERENCES:

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| A, Parish Church. | E, Fort Burgundy. | I, Barracks. |
| B, Fort St. Charles. | F, Fort St. Louis. | L, Government Building. |
| C, Fort St. John. | G, Royal Magazines. | M, Charity Hospital. |
| D, Fort St. Ferdinand. | H, Royal Hospital. | |



and fortified (see fortifications in the Outlines of the History of Louisiana). This wall or rampart was three feet high, surmounted by a palisade of cypress 12 feet high. Outside of this was a ditch forty feet wide and seven deep. At the end of the ramparts, where the Custom House now stands, was Fort St. Louis. At the corner of Rampart and Canal streets was Fort Burgundy, and on Orleans street where Congo square now is laid off, was Fort St. Ferdinand. At the angle of Rampart and Esplanade streets was Fort St. John, and the whole circuit was completed by Fort St. Charles, where the U. S. Mint now stands, a large and well-built work, commanding the river. The streets of this old city were made narrow, as in all hot climates, to secure shade, and were named in honor of the Royal family of France. Thus, we have the main street called Rue Royale, the other streets called Bourbon street after the dynasty, Chartres street after the title of the eldest of the Orleans princes; Dauphine street after the Dauphiness of France; St. Louis street after the patron saint of France; Conti street after the Princes of Conti; Toulouse and Dumaine streets after the illegitimate sons of Louis XIV and Madame de Montespan, the Count de Toulouse and Duke de Maine; St. Ann, St. Peter's and St. Philip streets after the baptismal names of the princes of the House of Orleans. When the Americans took possession, the fortifications were leveled and the town commenced to spread out. The little suburbs, or fauxbourgs, as they were called, were gradually annexed until the city has attained its present great area. The suburb, or lower side belonged to Baron de Marigny-Mandeville and was laid off into streets, which were named in a fanciful manner. The upper suburbs were laid off by classic loving Americans, and the streets were named after the muses, nymphs and mythological deities. Thus we have Dryades, Nyades, Clio, Thalia, Erato, Euterpe, and many others. Another person liking the manner of naming the streets numerically introduced First, Second, etc., while another, a great admirer of Napoleon, named many of the streets of his suburb after the generals and victories of that great soldier and so we have Cambronne, Austerlitz, Jena, etc. All nationalities are represented among the population, but the two most distinct classes are the Creoles

and Americans, the former living mostly below Canal street, and the latter above. Canal street seems to be the dividing line and there are many Creoles who have never crossed that line. The change from the American portion to that of the Creole is very sudden, and in penetrating into the quarter below Canal street, the stranger goes, as it were, into another city. The signs are in French, and the names of the streets also, while French is heard on all sides. Among the lower classes and negroes a patois, difficult to understand and composed of a mixture of French and Spanish, is spoken. The steady advance of the Anglo-Saxon race is gradually driving the French language out, so that in a few years, it will have died out entirely. Still, it is found necessary to publish the laws in French, and it is essential for one who lives in the lower quarter, to be familiar with French. New Orleans is one of the principal ports of the United States, and its exports are very large. It is the great Cotton port of the world and it receives from the interior and exports annually nearly two million bales.

A WALK IN THE OLD CITY.

THE tourist, starting from the Clay Statue on Canal street, passes down Royal street, the old main street of the town, and immediately notices the change from the American to the Creole quarter by seeing that the names of the streets and shops are in French. At No. 16 Royal is the old Merchants' Exchange. In this building the U. S. District Court held its sessions, and before it was tried the celebrated Central American filibuster, General Walker. A few doors from Royal street, in a house on Customhouse street, the famous Lopez organized the ill-fated expedition against Cuba, in 1851.

At the corners of Conti street stand three old banks—the Bank of Louisiana, the Louisiana State Bank and United States Bank—which at one time were in the centre of the city, but are now disused. In the middle of the block, No. 89, is the old Bank of Louisiana building, the first bank organized in the Mississippi Valley. Near the corner of St. Louis street Jackson had his headquarters in 1815, and from this point directed the preparations to meet the British. At No. 115 Royal street is an old archway, flanked by two cannons, imbedded in the ground. This was the *Comanderia*, or headquarters, of the army during the Spanish times. Passing down St. Louis street, we follow the facade of the Hotel Royal, in the basement of which, in former times, was an Exchange where negroes were sold at auction. At the corner of St. Louis and Chartres streets, the next building to be remarked is that on the corner, with a cupola. This house was built for Napoleon I.'s accommodation, by an admirer, who learned that the Emperor desired to exile himself to Louisiana. Passing down Chartres street (a few doors from it, on Toulouse street, is the ruin of an old bank), we come to the old "*Cabildo*" (see Court Buildings). The ancient two-story Spanish house, on the corner of St. Peter and Chartres streets, was the hotel during the Spanish times, and was, perhaps, the oldest hotel west of the Alleghany Mountains. The Cathedral (see Churches) fronts the Jackson Square (see Parks and Squares), on the corner of Chartres and St. Ann streets. is another old-fashioned Spanish house, now used as a drinking saloon.

Following the shops on St. Ann street, and going towards the levee, we come to the French Market (see Markets). Following the levee we pass the schooners that bring fruits from the tropics, and we reach the U. S. Mint (see Mints). The Mint is built on the site of the old Fort St. Charles. At the gate of this Fort stood General Jackson, in December, 1814, and reviewed his troops as they filed down the river road to meet the British. The tourist then passes down Esplanade street, the principal residence street of the Creoles; thence up Chartres street to Ursuline street, where the old Ursuline Convent stands, now the residence of the Archbishop (see Archbishop's residence). The door is always open, and strangers can examine this venerable building. The stair-cases are old-fashioned, and the floors are worn until the rude and ill-made nails stick out. Leaving this ancient Convent or Archiepiscopal palace, as it is sometimes called, the tourist passes amid very old houses down Ursuline street to Rampart. This Avenue, like Esplanade and Canal streets, formed the boundary of the walls of the old city. Passing up Rampart street, Congo Square (see Parks and Squares) is reached; then the head of the Orleans Navigation Canal, constructed by Baron de Carondelet, is passed, and, after looking at the old Church of St. Anthony, or Dead Church, as it is sometimes called, Canal street is reached.

SIGHTS OF THE CITY.

AND MISCELLANEOUS INFORMATION.

AMUSEMENTS.

FRENCH OPERA HOUSE.

Corner Bourbon and Toulouse Streets. Take Bourbon Street cars on Canal street to Toulouse street, four squares distant.

The French Opera House, erected in 1860, after a design by Gallier, a celebrated architect, is an immense structure of brick and iron, in the shape of a gridiron. The centre part is the Theatre proper or "la salle," as it is called, with a small court-yard on each side, and on the outside, two wings devoted to dressing rooms and administration offices. Entering by a spacious lobby, the various staircases are reached, leading to the different parts of the house. The theatre is oval-shaped with the oval side towards the stage which gives the extraordinary breadth to the auditorium. The house has five tiers, and, as in France, is called the pit "le parquet," dress circle "les loges," the balcony "les secondes" or "balcon," third tier "les troisièmes," and the fourth tier "les quatrièmes," or popularly called "le paradis" (paradise). In the rear of the boxes are latticed boxes called "les grillées," and on the parquet floor are the "baignoires grillées" (literally translated grated bath-tubs). The decorations of the house are in white, gold and crimson, and the auditorium, lighted up and crowded on fashionable nights with ladies and gentlemen in full evening dress, forms a brilliant picture seldom seen elsewhere. The fashionable nights are Tuesdays and Saturdays, on which occasions all who go in the boxes attend in full evening costume, the ladies without bonnets. In the rear of the auditorium is the "foyer," a large saloon used for promenades between the acts, and, at times, for concerts. The stage is very large and lofty, and arranged to give great scenic effects in rendering grand operas.

PRICES:—Dress Circle, \$2.50. Parquets, \$2.50. Premières loges, découvertes (open, 4 seats) \$10.00. Premières loges grillées (latticed) 4 seats,

\$10.00. Parquet boxes (4 seats) \$15.00. Baignoires boxes (rear) \$8.00. Balcony circle \$1.50. Third tier (Troisième) 50 cents; reserved 75 cents. Fourth tier (Quatrième), 25 cents; no charge for reserved seats.

GRAND OPERA HOUSE.

North side of Canal street, near Dauphine street.

The Grand Opera House, formerly the Varieties Theatre, was erected a few years since by a club of gentlemen without any regard to cost and modeled after the best theatres. The entrance hall is perhaps one of the handsomest entrances in the world; it consists of one wide staircase, broken at intervals by platforms, on which are bunches of gas lights. The auditorium is an elegant apartment, handsomely decorated and fitted with comfortable opera chairs. The stage is designed for rendering dramas and comedies, and, at times light operas are given. The theatre forms one of the three theatres under the able management of Mr. David Bidwell, who endeavors to make this theatre, as in former years, the home of the legitimate drama.

PRICES: Dress Circle and Parquet, \$1.00. Family Circle, 50 cents. Gallery, 25 cents. Private boxes, (6 seats each), \$10.00. No extra charge for reserved seats. Curtain rises at 8 o'clock.

ST. CHARLES THEATRE.

St. Charles street, near Poydras street, three squares from Canal street

The St. Charles Theatre is, after the French Opera House, the largest theatre of New Orleans, and is a favorite resort. The building was recently purchased by Mr. Bidwell, and thoroughly remodeled, a new staircase added, and the entrance halls decorated in modern style. In former times all the great actors and actresses, such as Keane, Macready, Ellen Tree, Charlotte Cushman, and a host of other celebrities have appeared, from which circumstance it is often called "the old Drury." On account of its large stage, pieces requiring great scenic effect are given here, and always draw crowds.

PRICES:—Dress Circle and Parquet, \$1.00. Family Circle, 50 cents. Gallery, 25 cents. Private boxes, (6 seats each) \$10.00. No extra charge for reserved seats. Curtain rises at 8 o'clock.

ACADEMY OF MUSIC.

St. Charles street near Commercial Alley, three squares from Canal street.

The Academy of Music is the favorite theatre in the city and is one of the Bidwell-trio of theatres. This theatre, although small, has a pretty auditorium, filled with comfortable opera chairs and elegant accommodations. The various travelling combinations throughout the Winter always

draw a crowd to the Academy, the opening of its doors being the signal for commencement of the amusement season.

PRICES: Dress Circle and Parquet, \$1.00. Family Circle, 50 cents. Gallery 25 cents. Private boxes, (6 seats each), \$10.00. No extra charge for reserved seats. Curtain rises at 8 o'clock.

GRUNEWALD OPERA HOUSE.

Baronne street, near Canal street.

The Grunewald Opera House, formerly Grunewald Hall, is a cosy little theatre recently arranged and designed for light operas and comediettas.

PRICES: Dress Circle and Parquet, 50 cents and 75 cents. Balcony, 25 cents. No extra charge for reserved seats. Curtain rises at 8 o'clock.

WERLEIN HALL.

Baronne street, corner of Perdido street, four squares from Canal street.

Werlein Hall is a comfortable little theatre, erected originally by the Germans, and always has attractions that draw good houses during the amusement season.

PRICES: Usually the same as the other theatres. Curtain rises at 8 o'clock.

FARANTA'S THEATRE.

Corner of Bourbon and Orleans streets. Take Bourbon street cars to Orleans street, seven squares distant.

PRICES: Admission 10 cents.

Wenger's Garden.

On Bourbon street, near Canal street.

Wenger's Garden is a large beer hall where concerts are given. It contains a large mechanical organ. No charge for admission. The place is handsomely lighted and is an agreeable spot to spend an evening.

Dime Museum.

No. 126 Canal street.

Newly organized and opened.

Museum of Anatomy.

No. 156 Canal street.

Recently opened in the handsome bank building.

Royal Street Concert Halls.

THE PARK THEATRE. *Royal street, between Customhouse and Bienville streets.*

PALAIS ROYAL, *Royal street, near Customhouse street.*

TIVOLI, *Corner Royal and Customhouse streets.*

Gambling Saloons.

On St. Charles street near Canal and Common streets.

Keno Saloons.

On Royal street between Canal and Customhouse streets.

Cockpits.

SPANISH COCKPIT, *Dumaine and Prieur streets.*

Take at Clay statue Dumaine street cars to door. Mains every Sunday
9 A. M. to 3 P. M.

ARCHBISHOP'S RESIDENCE.

Corner of Ursulines and Chartres streets. Take cars in front of Custom House to the corner of Ursulines street, and Chartres street is two squares distant. Apply at the Porter's lodge for admission.

The old Ursuline Convent, or, as it is also called, "Couvent des Ursulines," is situated at the corner of Ursulines and Chartres streets, and is one of the most quaint and venerable buildings in this city. The old convent consists of a long row of two-story brick buildings, facing a small garden, with St. Mary's—Archbishop church ("Eglise St. Marie-Archévêché") at one end, and, at the other, a small chapel, now converted into rooms. The convent was built about 1727, and, like all the buildings of that period, was constructed in a solid and substantial manner, so that neither time nor neglect have been able to crumble it into ruins. The convent was long used by the order of the Ursulines, a Roman Catholic order of cloistered nuns, who devote themselves to praying and to the education of females. They removed, in 1824, to a new convent below the city. In 1831, the building was used as a state capitol, and the legislature held their sessions within its walls. At present, it is used as an Archiepiscopal palace for the arch-diocese of Louisiana, and as a seminary for priests. Entering through the porter's lodge, in the door of which is the usual convent grating or "guichet" as it is called, a small garden is reached, and a good view is had of the gloomy-looking old pile of buildings, with its peaked roof and many tall and solemn looking windows. Crossing the garden, the visitor enters by an old-fashioned porch a large vestibule, from which diverge several passages leading to the court-yard, the church and to various parts of the building. The interior remains in its original state, with a curious old staircase, heavy doors, and cypress floors, the latter so worn that the ill-fashioned, old hand-made nails protrude. On the second floor are the apartments of the Archbishop, containing the portraits of all the archbishops of the diocese, the private chapel of the Archbishop, the rooms of the chancellor and other official attendants of the Archiepiscopal household. On presentation of a visiting card, the Archbishop receives all who call. The present Archbishop is the Most Reverend Monseigneur François Xavier Leray, who, in 1883, succeeded the late Monseigneur Joseph Napoleon Perch  as Archbishop of the Province of New Orleans. The church,

the convent and the old chapel, which is about the oldest church in Louisiana, near Ursulines street, form a court-yard, in which are a little oratory and shrine. In the dining-room, which has natural panels of cypress, is a curious old clock. The shutters of cypress over the main entrance are 160 years old and are perfectly sound to this day.

ARMORIES.

WASHINGTON ARTILLERY ARMORY.—*On St. Charles street, between Girod and Julia streets (seven squares from Canal street). Take any car on St. Charles street. Apply to Armorer for admission.*

The Washington Artillery, a military organization of the State, was formed in 1847, by Gen. Persifor Smith, and participated in the Mexican war and in the late Civil war. In the latter, it was considered the leading artillery organization on the Confederate side. The command, composed of the veterans of both wars and the young men of the city, is organized as a battalion of three companies, under the command of Lieut. Col. John B. Richardson, and drill as infantry and artillery. The Armory is well worth a visit, as there is a collection of arms, battle-flags and pictures. At the end of the drill-hall is a life-size painting, by Julio, representing the meeting of General Robert E. Lee and "Stonewall" Jackson during the battle of Chancellorsville. The picture is considered to have some artistic merit, and is well worth a study. The figure of General Lee conveys the idea of earnestness, great activity and decision, while that of General Jackson, in the foreground receiving the orders, is one of deep attention. The likenesses are considered very true, and the picture is well worth a visit to the Armory. The members of the battalion take great pride in their organization and its perpetuation by making their armory attractive, and are always happy to show it to strangers, especially to those who fought on the other side in the late Civil War.

CONTINENTAL GUARDS ARMORY.—*On Camp street, in the Odd Fellows' Hall Building, opposite Lafayette Square. Take Prytania or Magazine streets cars on Canal street to the Armory, four squares distant.*

The Continental Guards are an independent military organization, much admired and esteemed in this city, where their picturesque and handsome uniform of the Washingtonian era never fails, in all parades of the militia, to attract great attention. At different times, the Continentals have made several excursions to the North, and elsewhere, and from their trips have brought back many interesting souvenirs to decorate their headquarters. The armory is fitted up as a club room, and is a great evening resort of the members. During the year, the Continentals entertain their friends, and their headquarters are always open to strangers properly introduced.

STATE ARMORY.—*Rear of Cabildo, Jackson Square. Take Levee and Barracks cars, on Canal, street in front of Custom House.*

The State Armory, on St. Peters street, is an old armory, and contains guns and other military property of the State, and is also the headquarters of some of the Creole military organizations.

ASSESSMENT OF PROPERTY.

The Assessment of all taxable property, real and personal, is annually made by a Board of Assessors (*Room No. 15, City Hall*) appointed by the Governor, and on these valuations the State and City taxes are annually levied. In the month of January, the Assessors send out lists to all parties who have property liable for taxation. All capital, stock-in-trade, etc., is assessed. Also, diamonds, jewelry, silverware and plated ware, and all furniture exceeding \$500 in value. The Assessors revise the lists so rendered, and in the absence of any property not rendered fix a valuation themselves, and form a tableau of assessment. This tableau is open for inspection and correction in the month of April. An appeal to the courts from this tableau, within a specified time, is taken in cases where the Assessors refuse to make the corrections. Taxes are levied on the assessment of the year in which it is made. The city is divided into Assessment Districts, the boundaries of which are as follows:

ASSESSMENT DISTRICTS.

First Municipal District.

First Assessment District:—Bounded by the lower side of Felicite street and the upper side of Thalia street; in front, by the Mississippi River and the rear by the intersection of Felicite and Thalia streets.

Second Assessment District:—Bounded by the lower side of Thalia street and the upper of St. Joseph and Delord streets; in front by the Mississippi River, and in the rear by Carrollton avenue.

Third Assessment District:—Bounded by the lower side of St. Joseph and Delord streets, and the upper side of Poydras street; in front by the Mississippi River, and in the rear by the limits of the city.

Fourth Assessment District:—Bounded by the lower side of Poydras street and the upper side of Gravier street; in front by the Mississippi River, and in the rear by the limits of the city.

Fifth Assessment District:—Bounded by the lower side of Gravier street and the upper side of Canal street; in front by the Mississippi River, and in the rear by the limits of the city.

Second Municipal District.

Sixth Assessment District:—Bounded above by Canal street and the lower limits of the First District, below by St. Louis street; in front by the river bank, and in the rear by Lake Pontchartrain.

Seventh Assessment District:—Bounded above by St. Louis street, below by St. Philip street, in front by the river bank, and in the rear by Lake Pontchartrain.

Eighth Assessment District:—Bounded above by St. Phillip street, below by Esplanade street, and the limits of the Second District; in front by the river bank, and in the rear by Lake Pontchartrain.

Third Municipal District.

Ninth Assessment District:—Bounded above by Esplanade street and the lower limits of the Second District, below by Mandeville street; in front by the river bank, and in the rear by Lake Pontchartrain.

Tenth Assessment District:—Bounded above by Mandeville street, below by the lower limits of the city; in front by the river bank, and in the rear by the rear limits of the city.

Fourth Municipal District.

Eleventh Assessment District:—Bounded above by Toledano street, below by Felicity street; in front by the river bank, and in the rear by Chestnut street.

Twelfth Assessment District:—Bounded above by Toledano street, below by Felicity street; in front by Chestnut street, and in the rear by the rear limits of the city.

Fifth Municipal District.

Thirteenth Assessment District:—All that portion of the city of New Orleans, situated on the right bank of the Mississippi river known as the Fifth District.

Sixth Municipal District.

Fourteenth Assessment District:—Bounded above by Joseph street, below by Toledano street; in front by the river bank, and in the rear by the intersection of Toledano and Joseph streets.

Fifteenth Assessment District:—Bounded above by the upper limits of the city, below by Joseph street; in front by the river bank, and in the rear by the rear line of the Sixth District.

Seventh Municipal District.

Sixteenth Assessment District:—Bounded by Lower Line street and Upper Line street; in front by the Mississippi river, and in the rear by Lake Pontchartrain.

ASYLUMS.

Owing to the great epidemics that have visited New Orleans, often sweeping away parents and leaving numerous children to the charity of the world, it became necessary to found asylums for the many orphans, and there is perhaps no other city in the United States where there are more establishments of the kind and where such institutions enlist as much popular sympathy. The names of Poydras, Milne, Fink, Sister Regis and kind Margaret, the baker, are greatly revered for their good works and timely aid in founding and sustaining these homes of mercy. The institutions are supported by moneys derived from bequests, popular contributions, proceeds of charitable entertainments and city and State aid, besides which, great pains are taken to make the institutions as nearly self-

supporting as possible, by taking in washing, sewing, and doing other manual labor. Some children, who are left without mothers, are often placed in the asylums by their fathers for education and religious training, and these "half orphans," as they are called, pay a small sum for their maintenance. The asylums are open to inspection at any time and are well worthy of a visit, especially St. Vincent's Infant Asylum, corner of Magazine and Race streets. The ladies in charge are always glad to show their institutions to strangers. In some of the Asylums, a contribution box is placed near the door for those who desire to assist in this good work, to deposit money. The Catholic Asylums are managed by the sisterhoods and among them the "Daughters of Charity" are foremost in this noble work. Among the many Asylums the following are well worthy of a visit, especially the Baby Asylum (St. Vincent's) and the Little Sisters of the Poor Asylum.

St. Vincent's Infant Asylum.

Corner of Magazine and Race Streets. Take Magazine street (green) cars on Canal street to the corner of Race street, thence one square toward River to Magazine street. For admission apply at any time at front gate.

St. Vincent's is generally known as the "Baby Asylum," and is the most interesting asylum to visit on account of the number and tender age of its inmates, as well as to see how the patient Sisters of Charity can manage the care of so many little ones. It serves as the Foundling Asylum of the city, and contains over two hundred children, who are either infants or little children just able to walk. The building is a commodious brick edifice and its dormitories, nurseries and halls are models of neatness. As the little inmates are entirely helpless, all strangers should not forget to drop some contribution, no matter how small, in the box, as it will assist the kind sisters in their good work.

Camp Street Female Orphan Asylum.

At the intersection of Camp and Prytania streets, Margaret Park. Take Camp street or Magazine street cars on Canal street.

The Camp street Asylum is one of the largest in the city and is managed by the Sisters of Charity. It was founded about 1850, by Sister Regis, and is designed as an asylum to educate children transferred from St. Vincent's Infant Asylum. The Asylum is ably conducted and its labors are well appreciated. Margaret, the benevolent baker, was for many years one of its best friends and foremost supporters. Her statue is in the little park in front of the asylum.

St. Elizabeth Asylum.

On Napoleon avenue, between Prytania and Coliseum streets. Take Prytania street cars on Canal street to Napoleon avenue, or St. Charles avenue cars, corner of Canal and Baronne streets to Napoleon avenue, thence walk two squares toward the river. For admission apply at gate.

This asylum, which occupies two squares of ground, faces Napoleon avenue, and is a large three-story brick building with a mansard roof. The

institution is under the care of the Sisters of Charity and is to a great extent self-supporting. After the female orphans at the Camp Street Asylum have reached a certain age they are transferred to this asylum and are taught to wash, sew, and do fine needle work. As soon as they reach womanhood situations are found for them, and for a time the good sisters look after their welfare.

Poydras Male Orphan Asylum.

On St. Charles avenue, corner of Dufossat street. Take St. Charles avenue cars, corner of Baronne and Canal streets, to Dufossat. For admission apply at the gate.

Some years ago Julien Poydras, a wealthy citizen of New Orleans, died, leaving all his property for the benefit of the poor and with these means two asylums have been erected and are maintained in a worthy manner. One of these is the above named asylum, which occupies a whole square of ground and is a substantial built building of brick, ornamented by a cupola. The boys are well taken care of and educated with great care.

Poydras Female Orphan Asylum.

On Magazine street, corner of Peter's avenue. Take Coliseum and Upper Magazine street cars on Canal street to Peter's avenue. Admission by gate on Magazine street.

This asylum for girls, founded by property left by Julien Poydras, a wealthy citizen of New Orleans, is a large four-story brick building at the corner of Magazine street and Peters avenue. The asylum grounds comprise a large square and are well laid out with walks and handsome shrubbery. The institution is managed by a board of directresses and is a model asylum.

St. Mary's Orphan Boy's Asylum.

Chartres street, corner Mazant street. Take Levee and Barracks cars on Canal street, opposite the Custom House, to Mazant street. For admission apply at front entrance.

This institution occupies nearly a square of ground and consists of a series of plain brick and wooden buildings which the patient priests have gradually built and added to as the years rolled by and the funds came in. The boys are taught useful trades, and attached to the institution is a farm situated below the city.

House of the Good Shepherd.

On Bienville street, corner of Broad street; Take Canal street cars to Broad street or Spanish Fort cars to Broad street. For admission apply at central entrance on Bienville street.

The House of the Good Shepherd is one of the useful institutions of the city, and is designed as a reformatory. The buildings, which are of brick, are very extensive, and comprise working room, dormitories, chapel, and other departments. The institution, which is under the management of the Sisters of the Good Shepherd, is divided into several distinct parts one

portion being for those who are placed there by their parents, and another for those committed by the city magistrates. All are employed in various household duties, and do the washing and sewing of the hotels, steamboats, and families.

Little Sisters of the Poor.

Corner of Johnson and La Harpe streets. Take Esplanade street cars on Canal street to Johnson street, thence two or three squares to the corner of La Harpe street. For admission apply at the wicket gate on Johnson street.

This asylum, for the aged and infirm, as it sometimes called, is one of the most admirable charitable institutions of the city. It has no revenues save from charity and bequests, and with these uncertain means, the noble band of the Little Sisters of the Poor have erected the large pile of buildings covering nearly a square. The Little Sisters go daily to the markets, hotels, and restaurants, and gather what would be thrown away as useless, and so manage to support daily this large asylum full of old and infirm people.

The building is divided into two departments, male and female, and the only condition of admittance to this home is that one is poor, old and helpless. In the centre of the building is the chapel, plain and without ornament, but neat and well arranged. The regulations of the order of the Little Sisters of the Poor do not permit any luxury; they have no organ, so all the services are entirely choral. Many of the inmates are over a hundred years old, and it is one of the most interesting places in the city to visit. Strangers should not fail to contribute to this very worthy charity. The Little Sisters need all the help they can get, and the money thus bestowed will surely be well expended on those whom the world no longer has use for, the old, poor, decrepit and friendless.

Episcopal Home.

Corner of Jackson and St. Thomas streets. Take Jackson street cars, corner of Canal and Baronne streets, to the corner of St. Thomas street. Admission on Jackson Street.

This asylum for girls, under the direction of the Sisterhood of the Protestant Episcopal Church, occupies a large brick building on Jackson street, and is a well managed institution. The girls, under the pious sisters, are educated and well cared for.

St. Anna's Asylum.

Corner Prytania and St. Mary streets. Take Prytania street cars to the corner of St. Mary street. Admission at Prytania street entrance.

The St. Anna's Asylum or Home, is a handsome three-story brick building and was founded by Dr Mercer, a wealthy citizen, as a retreat for poor gentlewomen, and was well endowed with property, so that the asylum gives a comfortable home to a large number of ladies. This institution,

named in honor of the only daughter of the founder, is a model of neatness and order, and happily under the careful management of several charitable ladies, accomplishes very well the objects of its founder.

Jewish Home.

Corner of Jackson and Chippewa streets. Take Jackson street cars corner of Canal and Baronne streets, to corner of Chippewa street. Admission at Jackson street entrance.

The Jewish Home is one of the best managed institutions in the city, and is the pride of the Hebrews, under whose fostering care it is placed. The children are well taken care of and educated in their faith, and are the object of much devotion on the part of the Jews, who, with their proverbial charity to each other, maintain almost wholly, without outside assistance, this noble home and asylum.

AUCTIONEER'S OLD EXCHANGE.

On Royal street, half a square from Canal street.

The Exchange Building, on Royal street, now used as a keno hall, and formerly the Exchange of New Orleans, is a large building with a white stone front, on Royal street, near Canal street. At one time the ground floor was used by the Post-Office, and the second floor as offices and court rooms. In one of the large rooms, in the rear, the celebrated filibuster of Central America, General Walker, "the grey-eyed man of destiny," as he was called, was tried and acquitted, through the exertions of the Hon. Pierre Soulé, the well-known French exile and Senator from Louisiana. This building was designed for an Exchange, and the interior, surmounted by a large dome supported by columns, is an elegant hall; its beauty is marred by the temporary floor dividing the hall into two stories.

BANKS.

CANAL BANK. Corner of Camp and Gravier streets. Capital, \$1,000,000.

CITIZEN'S BANK OF LOUISIANA. No. 136 Gravier street. Capital, \$1,050,000.

PEOPLE'S BANK. Corner of Decatur and Customhouse streets. Capital, \$300,000.

GERMANIA SAVINGS BANK. No. 51 Camp street. Capital, \$100,000.

METROPOLITAN BANK. Corner of Camp street and Natchez alley. Capital, \$250,000.

LOUISIANA NATIONAL BANK. No. 120 Common street. Capital, \$1,000,000

STATE NATIONAL BANK. No. 37 Camp street. Capital, \$425,000.

NEW ORLEANS NATIONAL BANK. No. 54 Camp street. Capital, \$200,000.

WHITNEY NATIONAL BANK. No. 137 Gravier street. Capital, \$400,000.

UNION NATIONAL BANK. Corner of Carondelet and Gravier streets, Capital, \$500,000.

MUTUAL NATIONAL BANK No. 106 Canal street. Capital, \$300,000.

GERMANIA NATIONAL BANK. No. 102 Canal street. Capital, \$300,000.

HIBERNIA NATIONAL BANK. No. 15 Camp street. Capital, \$400,000.

BARRACKS.

On the Levee, at the extreme end or lower limits of the city. Take Rampart and Dauphine street cars on Canal street, or Levee and Barracks cars in front of the Custom House. Admission at front gate on the Levee.

The U. S. Barracks, officially known as Jackson Barracks, face the river. They consist of a series of brick barracks and officers' quarters, with an esplanade in the centre, the whole enclosed by thick brick walls. This place may be properly called fortified barracks, as at the four corners are towers with embrasures for guns, and the walls pierced for musketry firing. The barracks and surrounding grounds are kept in perfect order, and are usually occupied by several companies of the different arms of the U. S. service.

CANAL STREET.

The main avenue of New Orleans is Canal street, which extends from the Mississippi River to the Metairie Ridge. Its name is derived from a canal that formerly occupied the neutral ground on which are the starting points of the cars. The street was formerly the upper boundary of the city, and on it was a line of ramparts, or fortifications. The canal, or moat, was, in later times, used for irrigation, but, as it became a nuisance, it was filled up. This street is the dividing line between the American and Creole population, and many of the latter have never crossed the line. All the principal retail stores are on this street, and the lower side from Chartres to Rampart street, is the principal promenade in the city. All car lines radiate from this street to all parts of the town.

CARONDELET STREET.

Carondelet street, named after the Spanish Governor, Baron de Carondelet, intersects Canal street and is the great cotton mart. On this street, and on the streets adjoining, are all the large factorage houses, and nearly two million bales of cotton, worth the enormous sum of one hundred millions of dollars, are sold every year.

CARS.

SEE DIRECTIONS FOR TOURISTS.

CABILDO AND COURT BUILDINGS.

On Jackson Square, six blocks from Canal street. Take cars in front of Custom House and get out at Jackson Square and cross the square to Chartres street.

The buildings on each side of the Cathedral are known as the Court Buildings, and like all edifices erected by the Spaniards, by whom they were built, are constructed in a heavy and solid manner. The facades, on Chartres streets, consist of a series of arches and columns, and are of brick stuccoed. The upper was called the "Cabildo," or Municipal Chapter House, and was the first one built. Within its walls all the transfers of the country from one sovereign to another were made. There the proud seigneur, in big wig and knee breeches, representing the king of France, absolved, with sublime and lofty condescension, in his masters name, his vassals of the colony from their oaths of fealty and handed them over to the haughty Don, representing his cousin, the King of Spain. Later on, the colonists were turned over to France again, and, lastly, in this same building, Governor Claiborne, representing the United States, welcomed them into the American family, as free citizens of a great republic. From the balcony was proclaimed the transfer of the colony, and the new flag was saluted by the authorities. In 1826, General Lafayette was entertained by the city, and the Cabildo was fitted up as a residence. At present, a jail and a magistrates' court occupy the ground floor and the upper part is used by the Supreme Court of the State. The sessions of this court are public, and take place from 11 A. M. to 3 P. M.

The lower court building is not so old as the Cabildo, and is used by the District Courts. In former times, the site of this building was occupied by a monastery of Capuchins, who were charged with the services of the cathedral. The gardens of their convent extended back several squares deep, and here Father Antonio de la Sedella, better known as Père Antoine, lived for many years. When this priest landed in the colony, he came to establish the Inquisition in Louisiana. After exhibiting his credentials from the Grand Inquisitor of Spain, he requested the Governor to place at his command the troops to carry out the orders of the holy office. That night, while dreaming of the best means to begin his crusade against the impious, he was awakened by loud knocks at the monastery door. On opening it, he beheld a line of soldiers. "Not yet ready, my faithful children," said Père Antoine. "I will send for you after a few days." "We want you," was the reply of the lieutenant commanding, "and our orders are to conduct you, without delay, this very night, on board of His Majesty's ship to sail for Spain." Vainly did Père Antoine threaten them with the terrors of the Inquisition, and dared them to molest the representative of the holy office. He was obliged, however, to go

and thus the colonists were spared the horrors of the Inquisition. He returned later, but never attempted to start the business again.

CEMETERIES.

Cemeteries are often called "The Cities of the Dead," and nowhere is the term more appropriate than in New Orleans. The soil being low and wet, it is necessary to bury above ground, and, consequently, the cemeteries of this place present the appearance of cities with little white houses, which serve as tombs. As the manner of burial is different from most cities, the cemeteries should be visited by all strangers. In the rear of the city are some grave yards, where interments are made in the ground, but, as you cannot dig three feet without striking water, such mode of burial is but little used, and then only by the poorer class, who have to dig very shallow graves. The customary way is to bury in tombs of brick or marble, costing from one hundred to one thousand dollars, and in some cases even more. The tombs, which generally consist of two vaults, with a vault below for bones, are well cemented to prevent exhalations from the bodies within, and rigorous laws are enforced to prevent vaults being opened too soon after a burial. The rows of vaults built in tiers are called ovens. After a year or two, if the vault is needed for another person, the coffin which is of wood, is broken up and burned, and the bones deposited in the vault below, so that, in this manner, many burials can be made in the same tomb during a series of years. Funerals are always attended by all friends and acquaintances of the family, as it is considered a mark of respect. One of the first things that strikes the stranger is the little black bordered funeral invitations on the street corners, the relics of a custom which is derived from the French. In these notices the names of half a dozen families, of near and remote kin, are sometimes mentioned. In former times, these invitations were sent on a silver basket, by a slave, to all friends, and the omission to send one was considered as a slight. Formerly, when the cemeteries were near the centre of the city, the body was carried, followed by a long procession of priests and friends bearing wax tapers. At each corner the procession would halt and chant prayers for the dead in a most lugubrious tone. Now, the practice is abolished, but it is still the custom for ladies and gentlemen to follow the procession on foot. The black nousehold servants always claim the privilege to follow immediately after the coffin, before the family, and it is still the custom in the French part of the city for passers by to uncover while the procession is passing. On November 1st, All Saints Day, the cemeteries are visited by thousands. The tombs are ornamented with flowers, china vases, lighted candles and draperies. In the afternoon, in the Catholic cemeteries, services are held.

All Saints' Day, as a holiday of obligation, was early appointed by the Catholic Church, but the floral offerings was not a statute of the Church, but the manifestation of a very pure sentiment. As one of the reverend fathers here remarked, "We cover the coffins of our beloved with flowers as a token of our affection;" it is not strange we should repeat so beautiful a ceremony, and cover their tombs on one day set apart for the purpose each recurring year. It is said of man: "He cometh forth like a flower and is cut down."

It has been suggested that this offering of flowers preserves the memory of the Eastern custom of bringing spices to the tomb, as the holy women did to the tomb of our Lord. The service of All Saints' Day begins with the vespers of the evening before, and we anticipate All Soul's Day by performing the ceremonies that properly belong to that day on All Saints' Day.

A Catholic dictionary, a recent publication, contains the following statements: "All Souls' Day,"—a solemn commemoration of and prayer for all the souls in purgatory, which the Church makes on the 2d of November. The mass said on that day is always the mass of the dead. Priests and others, who are under the obligation of reciting the breviary, are required to say the matins and lauds from the office of the dead in addition to the office which is said on that day according to the ordinary course, and the vespers of the dead are said on the 1st of November immediately after the vespers of All Saints. This solemnity owes its origin to the Abbot Odilo of Clugney, who instituted it for all the monasteries of his congregations in the year 998. Some authors think there are traces, at least, of a local celebration of this day before Odilo's time.

Among the many cemeteries the following are the most noteworthy:

St. Louis Cemetery, No. 1.

On Basin street, between Conti and St. Louis streets. Take Rampart and Dauphine streets cars, or Esplanade cars. Get out at the Dead Chapel, corner of Rampart and Conti streets, and walk one square towards the woods. Open daily, sunrise to sunset. No cards of admission required.

The old St. Louis Cemetery, as it is usually called, is the oldest graveyard in the city, and is situated near the centre of the town. The ground was laid out without any order, and the tombs, with the inscriptions in French and Spanish, are scattered about, forming tortuous alleys, through which it is difficult to find the way in and out. As this is the oldest cemetery the tombs belong to the ancient Creole colonial families, and on the tombstones are the names of many who figured in colonial history. The handsomest tomb is that of the Italian Society (see Monuments), which is easily found on account of its great height, and commanding white marble statue of Religion supporting a cross. In the rear is the lofty tomb of the Société Française, a large benevolent society of the French. On the same alley, to your right as you face the monument is the tomb of Daniel Clark,

erected by his friend and executor, Richard Relf. Daniel Clark was American consul during Spanish times, and was claimed by Mrs. Gen. Myra Clark Gaines as her father. The assertion of her claims gave rise to a long litigation which has lasted nearly thirty years, until the names of all the parties concerned in the suits have become familiar throughout the country. In front of the Société Française tomb is that of the *Artillerie d'Orleans*, an artillery company of the city; it is surrounded by cannon, placed in the ground and connected with each other by chains. In the alley to the right is the tomb of Stephen Zacharie, the founder of the first bank established in the Mississippi Valley. In a narrow alley, between the artillery tomb and the street, is the vault of the Chinese Society. After examining the various monuments, the stranger should go to the alley on the Canal street side of the cemetery (beyond the Portugese tomb), at the end of which is a quiet nook, the private graveyard of the Layton family. In the same enclosure is a pretty chapel, used for the burial of the Jesuit priests. Retracing our steps by following the walls, which are lined with vaults, called "ovens," we regain the entrance. The inscriptions are in French, and often the words "*Mort sur le champ d'honneur*" or "*victime de l'honneur*" are seen, which indicates the resting place of some one killed in a duel.

St. Louis Cemeteries, Nos. 2, 3 and 4.

On Claiborne street, one block from Canal street. Take Claiborne street cars. Open daily, sunrise to sunset. No cards of admission required.

The next oldest cemeteries, after the one on Basin street, are those on Claiborne street. Those situated between Bienville and St. Louis street are used by the whites, and the one between Bienville and Customhouse streets by the colored people. In the centre one, between Bienville and Conti streets, are many handsome tombs belonging to Societies and citizens. In the middle of this cemetery rises a large cross, and near by are the tombs of the Delachaise, Cabiro, Plauche, Judge Martin of the Supreme Court, and Alexander Milne, a philanthropist. At the end of the alley, towards Claiborne street, is the Barelli tomb, on which are sculptured bas-reliefs in memory of young Barelli, who was killed by the explosion of the steamboat Louisiana. The accident forms the subject of the bas-relief, and always attracts much attention. At one end of this cemetery is the large Mortuary Chapel of the Carrière family.

Metairie Cemetery.

Outside of the city, on Metairie road, and on the banks of the new canal. The largest and handsomest cemetery of the city. Take Canal street and Lake cars to the Ridge and cross the bridge. Open daily, sunrise to sunset. No cards of admission required.

The famous Metairie race-course, where Lexington and Lecompte ran, in 1853, the celebrated race, was purchased a few years ago by a company and converted into a cemetery. Many plans were examined, and finally that

of Harrod accepted, which retained the old race-course as the main drive, and reserved a large garden in the centre. The most notable tombs are those of the Hernandez, Slocumb, Howard, Morris and Clapp families; the monument of the Washington Artillery and that of the Army of Tennessee (see Monuments), and near the lake the tombs of Saloy, McCan and others. Near the entrance is a large receiving vault, built in the form of a chapel, and several mounds of exquisite flowers.

Greenwood Cemetery.

On Metairie road. Take Canal street and Lake R. R., get out at the Ridge. Open daily, sunrise to sunset. No cards of admission required.

One of the handsomest cemeteries is that called Greenwood, and is often visited by strangers to see the Confederate Monument (see Monuments). This cemetery contains several fine tombs of marble and cast iron. Near the Confederate Monument is a column erected to the memory of A. D. Crossman, for many years mayor of the city, and much esteemed.

Cypress Grove, No. 1. (Firemen's.)

On Metairie road and Canal street. Take Canal street and Lake R. R., and get out at the Ridge. Open daily, sunrise to sunset. No cards of admission required.

At the end of Canal street, on the Metairie Road, is Cypress Grove, No. 1., which is called, generally, "The Firemen's Cemetery," on account of its belonging to the Firemen's Charitable Association. It has an imposing entrance in the Egyptian style, and is kept in good order. On the right of the entrance is the Irad Ferry Monument, a broken shaft, erected in memory of a fireman of that name who lost his life at a fire. The tombs of the Slark, Letchford, Kohn, Nixon, and Pinkney Smith families are most admired.

Chalmette Cemetery.

Situated on the Battle Ground six miles below the city. Take Rampart and Dauphine streets car line and ride to terminus, from which point walk down the river one mile and a half.

The United States Government purchased a portion of the old battle ground where, in 1815, Jackson defeated the English, and converted it into a national cemetery. The grounds, covered with hundreds of little white marble head stones, are laid out in a tasteful manner, with shelled walks and avenues of trees. In the centre is a military monument, recently erected, on which is inscribed the appropriate motto, referring to the dead heroes and their deeds, "Dum tacet clamant" ("While silent they cry aloud"—Cicero). On Decoration Day, the Grand Army of the Republic usually hold a memorial service on this spot, when appropriate addresses are made. The earthworks outside of the walls were raised by the Confederates during the late war, for the defense of the city. On the upper side of the cemetery, in the distance, is the Battle Monument, and near it, among the trees, are Jackson's headquarters.

Other Cemeteries.

Many other cemeteries are situated in various parts of the town, and can be visited between sunrise and sunset without cards of admission.

CHURCH DIRECTORY.

Roman Catholic,

NOTE:—The hours of the services vary according to the seasons, and the hours here given are the usual ones in winter.

CATHEDRAL.—Jackson Square. Take cars in front of U. S. Custom House to Jackson Square, six squares distant. Services: Low Mass at 6 and 8 A. M.; Children's Mass at 9 A. M.; High Mass at 10 A. M.; Vespers and Benediction at 5:30 P. M.

JESUITS' CHURCH.—Baronne street, near Canal street. Masses at 7 and 8 A. M.; High Mass at 10 A. M.; Vespers and Benediction at 7 P. M.

ST. PATRICK'S CHURCH.—Camp street, one square above Lafayette Square. Take, on Canal street, Prytania street cars to church door, six squares distant. Low Mass at 6 and 7:30 A. M.; High Mass, 10 A. M.; Vespers, 4:30 P. M.

ST. ALPHONSUS CHURCH.—Constance street, between Josephine and St. Andrew streets. Take, on Canal street, Magazine street cars to the corner of St. Andrews street, thence one square towards the river. Low Mass, 5:30 and 8:30 A. M.; High Mass, 10 A. M.; Vespers and Benediction at 3 P. M.; Sermon and Benediction at 7 P. M.

NOTRE DAME DE BON SECOURS.—Jackson street, between Constance and Laurel streets. Take, on Canal street, Magazine street cars to Josephine street, thence one square to church door, or Baronne street and Jackson street cars, corner of Canal and Baronne streets, to church door. Low Mass, 7 A. M.; High Mass, 10 A. M.; Sermon and Benediction, 6 P. M.

ST. MARY'S ASSUMPTION.—Josephine street, between Constance and Laurel streets. Take, on Canal street, Magazine street cars to Josephine, thence one square towards the river. Low Mass, 5:30 and 8 A. M.; High Mass, 10 A. M.; Vespers and Benediction at 7 P. M.

ST. THERESA'S.—Camp street, near Margaret Place. Take Magazine street cars, on Canal street, to church door, twelve squares distant. High Mass, 10 A. M.

ST. JOHN THE BAPTIST'S.—Dryades street, between Calliope and Erato streets. Take, at Clay Statue, Dryades street cars to church door. Low Mass, 6 and 8 A. M.; Children's Mass, 9 A. M.; High Mass, 10 A. M.; Vespers and Benediction at 7 P. M.

ST. PETER'S AND ST. PAUL'S.—Burgundy, near Marigny street. Take Rampart and Dauphine streets cars on Canal street. Low Mass, 5:30 and 7:30 A. M.; High Mass, 10 A. M.; Vespers and Benediction 5 P. M.

ST. MAURICE'S.—Hancock street, near levee. Take Rampart and Dauphine streets' cars, on Canal street, to the corner of Hancock street, distant about two miles.

Protestant Episcopal.

CHRIST CHURCH.—Corner of Canal and Dauphine streets. Services at 11 A. M., and 7:30 P. M.

TRINITY CHURCH.—Corner of Jackson and Coliseum streets. Take Baronne and Jackson streets cars at the corner of Canal and Baronne streets to church door, or Prytania street cars on Canal street to Jackson street, thence one square towards river. Services at 11 A. M., and 7:30 P. M.

CHURCH OF THE ANNUNCIATION.—Corner of Camp and Race streets. Take Magazine street cars on Canal street to the corner of Race street. Services at 11 A. M., and 7:30 P. M.

CALVARY CHURCH.—Corner of Prytania and Conrey streets. Take Prytania street cars on Canal street to Conrey street, one mile distant. Services at 11 A. M., and 7:30 P. M.

ST. ANN'S CHURCH.—Esplanade street (No. 197.) Take Esplanade street cars on Canal street to church door, one mile distant. Services at 11 A. M., and 5 P. M.

ST. GEORGE'S CHURCH.—St Charles Avenue corner of Cadiz street. Take St. Charles Avenue (Carrollton) cars on corner of Canal and Baronne streets to church door, about two miles and a half distant. Services at 11 A. M. and 5 P. M.

ST. PAUL'S CHURCH.—Corner of Camp and Gaiennè streets. Take Magazine or Prytania streets cars to door. Services at 11 A. M., and 7:30 P. M.

MT. OLIVET CHURCH.—Take Canal street ferry to Algiers, thence to church corner of Peters and Olivier streets. Services 11 A. M.

TRINITY CHAPEL.—Rampart street. Services 11 A. M., and 7 P. M.

ST. PHILIP'S CHURCH.—(Colored) Corner of Prytania and Calliope streets. Services 11 A. M.

Presbyterian,

FIRST PRESBYTERIAN CHURCH.—Lafayette Square. Take cars on St. Charles street to Lafayette Square, six squares distant. Services at 11 A. M., and 7:30 P. M.

LAFAYETTE PRESBYTERIAN CHURCH.—Magazine street between Jackson and Philip streets. Take Magazine street cars on Canal street to the church door, about one mile distant. Or, Baronne and Jackson streets cars corner Canal and Baronne streets to Magazine street, thence up one square to church. Services at 11 A. M., and 7:30 P. M.

THIRD PRESBYTERIAN CHURCH.—Washington Square, between Frenchman and Elysian Fields streets. Take Rampart and Dauphine streets cars

to Washington Square, thence across square to the church. Services at 11 A. M., and 7 P. M.

PRYTANIA STREET PRESBYTERIAN CHURCH.—Corner of Prytania and Josephine streets. Take Prytania street cars to Josephine street. Services at 11 A. M.

MEMORIAL PRESBYTERIAN CHURCH.—Corner of Franklin and Euterpe streets. Take Jackson R. R. cars at Clay Statue to Franklin Street, thence five squares to church. Services 11 A. M.

CANAL STREET PRESBYTERIAN.—Corner Canal and Derbigny streets. Take Canal street cars on Canal street to Church door. Services 11 A. M.

NAPOLEON AVENUE PRESBYTERIAN CHURCH.—Napoleon avenue and Coliseum street. Services 11 A. M.

CARROLLTON PRESBYTERIAN CHURCH.

Methodist Episcopal (South).

CARONDELET STREET CHURCH.—Carondelet street between Lafayette and Girod streets. Take Coliseum street cars on Canal street to church door, six squares distant. Services 11 A. M. and 7 P. M.

ST. CHARLES AVENUE CHURCH.—Corner of St. Charles avenue and General Taylor street. Take St. Charles avenue (Carrollton) cars corner of Canal and Baronne to corner General Taylor street. Services 11 A. M. and 7 P. M.

FELICITY STREET CHURCH.—Corner of Felicity and Chestnut streets. Take Coliseum street cars on Canal street to corner of Chestnut street. Services 11 A. M. and 7 P. M.

LOUISIANA AVENUE CHURCH.—Corner of Louisiana avenue and Magazine street. Take Magazine street cars on Canal street to Louisiana avenue, or Coliseum street cars on Canal street to Louisiana avenue. Services 11 A. M. and 7 P. M.

MOREAU STREET CHURCH.—Corner of Chartres and Moreau streets. Take Levee cars in front of U. S. Custom House to Moreau street. Services 11 A. M. and 7 P. M.

Methodist Episcopal (North).

AMES METHODIST EPISCOPAL CHURCH.—Corner St. Charles avenue and Calliope street. Take Baronne street cars corner Baronne and Canal streets to Calliope street, or cars on St. Charles avenue to Lee Circle. Services 11 A. M. and 7 P. M.

Baptist.

COLISEUM PLACE BAPTIST CHURCH.—Corner of Camp and Terpsichore streets. Take Magazine cars, or Coliseum street cars on Canal street to the corner of Terpsichore street. Services 11 A. M. and 7:30 P. M.

FIRST BAPTIST CHURCH.—Corner of Magazine and Second streets. Take Magazine street cars on Canal street to corner of Second street. Services 11 A. M. and 7:30 P. M.

Lutheran and German Protestant.

ZION CHURCH.—Corner of St. Charles avenue and St. Andrew street. Take St. Charles avenue cars corner of Baronne and Canal streets. Services 10 A. M. and 3 P. M.

EVANGELICAL PROTESTANT.—Corner of Jackson and Chippewa streets. Take Baronne and Jackson street cars on corner Canal and Baronne streets.

Christian.

CAMP ST. CHRISTIAN CHURCH.—Corner Camp and Melpomene streets. Coliseum street cars on Canal street to Melpomene street. Services 11 A. M.

Hebrews.

TEMPLE SINAI.—(Reformed Jewish.) Carondelet street, near Delord street. (Triton Walk.) Take cars at corner of Canal and Baronne streets, to Carondelet street, or Coliseum street cars on Canal street to door of the Temple. Services: Fridays at sunset, Saturdays 10 A. M.

TOURO SYNAGOGUE.—(Portuguese rite.) Carondelet street, between Julia and St. Joseph streets. Take Coliseum cars on Canal street to the door, eight squares from Canal. Services: Fridays at sunset, Saturdays at 10 A. M.

THE RIGHT WAY.—(Polish rite.) Carondelet street near Lafayette street. Five squares from Canal street. Services: Fridays at Sunset, Saturdays 10 A. M.

THE GATES OF PRAYER.—Jackson street, near Chippewa street. Take Baronne and Jackson streets cars, corner Canal and Baronne streets to corner of Chippewa. Services: Fridays at sunset, Saturdays at 10 A. M.

Bethel.

THE SEAMEN'S BETHEL.—St. Thomas street, near Jackson street. Take Baronne and Jackson street cars, corner of Canal and Baronne streets, to corner of Chippewa street. For hours of services, see daily papers.

CHURCHES.

Cathedral of St. Louis.

Roman Catholic, on Chartres street, fronting on Jackson Square, six squares distant from Canal street. Take Levee cars opposite Custom House and get out at Jackson Square. Cathedral open daily, from 6 A. M. to 6 P. M. Entrance by side door, on lower alley.

The Cathedral of St. Louis, named after the patron saint of France, is a large edifice, built in the Renaissance style of architecture; it has an imposing front on the Square. The first Cathedral, a structure of wood and

adobe, was erected shortly after the foundation of the city, and, in 1723, was destroyed by the fearful hurricane that levelled a great portion of the infant city. A new edifice was built in 1724, but this building was burned in the memorable fire that, on Good Friday, March 21st, 1788, nearly destroyed the whole city. This conflagration was so disastrous that the colony was unable to rebuild the Cathedral, and for a long time afterwards mass was celebrated in a temporary building. This state of affairs continued to exist until 1794, when Don Andres Almonester, a wealthy Spanish nobleman (the grandfather of the Baroness de Pontalba, who owns the two rows of red brick dwellings on each side of the square) determined to rebuild the Cathedral at his own expense, on condition that a mass should be said every Saturday for the repose of his soul. Immediately work was begun on the building, and the third Cathedral completed at the cost of \$50,000. The design selected was of the usual heavy Spanish style, the front having three heavy round towers, like many of the church buildings erected by the Spaniards in South America. In 1851, the old building was remodelled to its present state, and, on the heavy round tower steeples were raised. The facade was changed and made more imposing by the addition of columns and pilasters. A few years ago the interior was decorated and newly frescoed. In the centre of the ceiling is a fresco representing the Transfiguration, and around it the four Evangelists, the Holy Family, and scenes illustrating different passages of the Apocalypse. The main or High Altar is composed of different colored marbles and wood richly gilded. The reredos, back of the altar, is composed of several columns, supporting a cornice, on which are seen the words, "Ecce panis Angelorum." (Behold the bread of the Angels) The whole is crowned with statues of Faith, Hope and Charity. Beneath the altar is a large vault, entered from the rear, in which are deposited the remains of the Archbishops of this diocese. On the sides of the altar are the stalls of the Canons of the Cathedral and those of the *marguilliers*, or wardens. To the left of the altar is the throne of the Archbishop and the seats of his attendants. Numerous tablets to the memory of former bishops are placed in the church. Above the main altar is a fresco of Bumbracht, representing St. Louis, King of France presenting the banner of the cross to the Crusaders. The coloring of the picture is good, and the artist has introduced into the picture portraits of former Archbishops and priests of the diocese.

The altar, on the right, is dedicated to St. Francis, and the one on the left to Our Lady of Lourdes. Before that of St. Francis, the founder of the church lies buried. On the marble slab is inscribed in Spanish: "Here rests the body of Don Andres Almonester y Roxas, a native of Mayrenna, in the Kingdom of Andalusia, died in the City of New Orleans, on the 26th of April, 1798, at the age of 74 years. A Knight of the distinguished order of Charles the Third of Spain; Colonel of the Militia of the provincial Spanish troops; founder and donator of this church and of the St.

Charles Hospital; founder of the Hospital of the Lazarines; founder of the Ursuline Convent; founder of the Girls' School, and of the Presbytery, all of which he built in this city at his expense. Rest in peace." The altar of our Lady of Lourdes, on the left, is in the form of a grotto representing the grotto of Lourdes, in France, with the figures of the Virgin and the peasant at the spring. Around the altar numerous and curious *exvotos* (offerings) are hung by parties who have had some wish granted through the intercession of Our Lady of Lourdes. These offerings consist of tablets with dates inscribed, pictures, crosses, photographs, and various kinds of articles. Before the altar is the family vault of the Marigny-Mandeville family, a distinguished noble family of France, long settled in Louisiana, and after whom several streets and villages are named. Mass is said at different hours on Sunday. The early mass is usually attended by the market goers, as is easily seen by the number of market baskets in the church. At 10 o'clock, grand high mass is celebrated, with music. On Christmas, Easter Sunday, Whitsunday, and other great festivals, the Archbishop celebrates, with great pomp, a Pontifical High Mass. The ceremony lasts a little longer than usual, and the congregation does not withdraw until the procession escorting the Archbishop passes down the main aisle and out of the Cathedral. The procession is composed of all the priests and officials, and before the Archbishop is carried, according to an old custom, a lighted candle. The sexton or beadle of the church, called the *suisse* in French, is in attendance at all services, to keep order and to show strangers to seats. He is easily recognized by his cocked hat, red coat, sword and halbord, circulating through the church, a terror to small boys and stray dogs.

Jesuits' Church.

Roman Catholic, on corner of Baronne and Common streets, one square from Canal street, and three from Clay Statue. Open every day from 6 A. M. to 6 P. M. High mass, with music, on Sundays at 10 A. M. Congregation large, and the most fashionable Catholic Church in the city.

Among the pioneers of Louisiana were some Jesuit priests, who established themselves on a grant of land made to their order, situated a few hundred yards above Canal street. Shortly afterwards, during the religious quarrels, their lands were confiscated, and they were expelled from the colony. It was not until 1847 that the order returned to New Orleans and founded the second, and actual establishment at the corner of Baronne and Common streets. As in other countries, the "Fathers of the Society of Jesus," as they are called, are self-supporting, and have flourishing schools. Commencing about the year 1848 in a small house in which they kept a school, they opened a little chapel, and these buildings have become gradually extended, until they comprise a large college and a magnificent

church, called the *Church of the Immaculate Conception*, all of which occupy over a quarter of a square in the heart of the city. The church, which is in the Moresque style of architecture, was designed by Father Cambiaso, a member of the order. The building is 135 feet long by 60 feet wide, and fronts on Baronne street, with two towers, on which steeples are to be erected. The interior is lofty and graceful, the galleries being built on a series of horse-shoe shaped arches, resting on slender iron columns of Moorish design. The nave is about 80 feet in height, and is well lighted by large stained glass windows. The interior is handsomely ornamented with carving and gilding. The round windows are of beautiful stained glass, each window being composed of very small pieces of glass put together in a most artistic manner, to form a picture representing a station of the "way of the cross," before which the devout say their prayers. The stained glass in the lower windows represent scenes in the lives of the Jesuits. The main, or high altar is of bronze, gilded and enamelled, and of the same order of architecture as the church. Strangers should examine the altar as it is, perhaps, one of the few of its kind in the world. From the platform on which the altar stands to the top of the cross it is about 25 feet, and the altar is composed of several arches, supporting small domes. In the centre the crucifix is placed, and beside it are the four evangelists and two angels. The front is adorned with bas-reliefs, and the whole work, which was done in Paris, at a cost of \$14,000, is a remarkable work of art. A dome of 180 feet high rises over the altar, and in the wall is a niche in which is placed the Virgin Mary's altar, to whom the church is dedicated. The statue of the Virgin is of white marble, and originally was ordered by Queen Marie Amelie, of France, for the royal chapel of the Palace of the Tuileries, but the sudden revolution of 1848, driving the Orleans dynasty from the throne, this statue was offered for sale some years afterwards, and purchased by the exertions of several ladies for this church. Over the statue are the words, "*Maria sine labe concepta*". (Mary conceived without stain) At night services, and on great festivals, it is surrounded by innumerable concealed jets of gas, which give it a beautiful and imposing appearance, and makes the niche in which it is placed one of the chief attractions of the church. In the dome are the statues of the four Evangelists, and St. Peter and St. Paul.

In the chapel, on the right, is St. Joseph's altar, and in that of the left is the altar dedicated to the Sacred Heart of Jesus. The Jesuits' Church is celebrated for its exquisite music, and, at high mass (Sundays, 10 A. M.), is crowded by strangers to hear the grand compositions of Mozart, Weber and Gounod, rendered in the most artistic style by the well-trained voices of the opera and the Creole population. On Easter Sunday and other grand festivals of the church it is considered particularly fine, and the church is greatly crowded. Brother Ignatius, the polite sexton,

will always show strangers to seats at their request, but, in order to secure them, they should arrive before mass begins. Adjoining the church is the large college of the Jesuits, which is well patronized. The Jesuit Fathers devote much time to the education of the young and to the advancement of religion, their object in life being well expressed in their motto "ad maiorem Dei gloriam" (To the greater glory of God).

New St. Joseph's.

Roman Catholic. On Common street. Take Common and Canal street cars that pass on the Canal street trunk line. Church unfinished, and no services held, but it is open for visitors when the work is in progress.

New St. Joseph's, on Common street, is being erected by the Lazarist order, from a design made by an architect of Vienna, who accompanied the Emperor Maximilian to Mexico. The church, which is one of the largest in the United States, is built of brick and stone from Cape Girardeau, and measures 232 feet long by 100 in width. The exterior is adorned with bas-reliefs and medallions of St. Genevieve stone, representing Pius IX, and Archbishop Perch , of New Orleans. The walls of the nave, which is one hundred feet in height, are supported by eight brightly polished red granite columns, from the Iron Mountain in Missouri. The edifice is very heavy-looking, and when completed will be one of the largest and most remarkable churches on this continent. If the walls of the towers are able to support them, steeples 225 feet high are to be built.

St. Stephen's.

Roman Catholic. Corner Napoleon avenue and Magazine street. Take Carrollton cars, corner of Canal and Baronne streets; change cars at Napoleon avenue. Church in course of construction.

Another of the beautiful and artistic churches of New Orleans, in the course of erection, is St. Stephen's, a large brick and stone church. The tower will be one of the handsomest and most imposing in the United States, and is to be ornamented with bas-reliefs and statuary of light-colored stone

St. Alphonsus Church.

Roman Catholic. On Constance street, between St. Andrew and Josephine streets. Take at Canal street the Magazine street cars to the corner of St. Andrew street, and walk one square towards the river. Open from 5 A. M. to 6 P. M.

Among the churches most admired by strangers are the three churches built by the Redemptorist Order, and called St. Alphonsus, St. Mary's and Notre Dame de Bon Secours, all situated in the upper part of the city, within one square of each other and remarkable for the magnificence of their interior. St. Alphonsus, situated on Constance street, is an edifice built of brick in the Renaissance style, with two towers, on which steeples with clocks are to be ultimately erected. Over the main door, in a niche, is a

statue of St. Alphonsus to whom the church is dedicated. The edifice, which is 70x150 feet, with a seating capacity of 2,500 persons, was commenced in 1855 and consecrated April 25th, 1858, but the interior was not completed until 1867. On entering the church the stranger is immediately struck by the profuse ornamentation, on which the painter and gilder have done their utmost. The dominant colors are white and gold, and the lavish way the latter has been used, while giving an air of great richness, is considered by many to be in questionable taste. The main altar, consisting of several gilded columns, and the side altars were the work of Boucher, of Chicago, and cost \$8,000. Over the main altar is a beautiful painting by a Roman artist, now dead, representing St. Alphonsus celebrating mass. The faces of the angels are beautiful, but the best executed faces are those of the two priests on the right of the saint. Before the side altars lie buried some of the pastors of the church who belonged to the Redemptorist order. On the ceiling are some poorly executed frescoes. The centre panel represents the crowning of St. Alphonsus in heaven, the smaller panels, the Ascension of our Lord and the Assumption of the Blessed Virgin. Crossing the street the visitor enters the courtyard of the Redemptorist convent. This order has managed, in a few years, to build three churches, and to cluster around them several convents and schools. Alongside of St. Alphonsus church rises a large building used for the church school, which has a good attendance.

St. Mary's of the Assumption.

Roman Catholic. On Josephine street near Magazine street. Take the Canal and Magazine streets car to Josephine street, and walk one square towards the river. Open daily, 5 A. M. to 6 P. M. Entrance, on week days, in the court yard, at the foot of the tower.

The most striking object in approaching St. Mary's, sometimes called the German Church, is the elegantly designed belfry tower, 190 feet high, standing in the courtyard near the side door. The church is built in the Renaissance style, and the exterior plain, but the interior highly ornamented. The ceiling, covered with a mass of stucco tracery, is well arched, and is supported by large columns extending from the floor to the roof of the building. The most remarkable feature about the interior is the vast number of most life-like colored statues of saints and bishops in costume, and it is worth the while to take a seat in one of the front pews and examine in detail the decorations of the high altar. This altar is considered one of handsomest of its kind in America, and, with the two side altars, cost \$10,000, in Munich. On top of the tabernacle, which is one mass of gilding, is the Pascal lamb, and above, the coronation of the Virgin, all in life-size figures. Above these figures, in stained glass, is the Assumption of the Virgin. On each side of the altar are the statues of the four Evangelists, that of St. Peter, on the left, being the most life-like. Beneath the

chancel are buried many of the Redemptorist fathers; their names are graven on the stone, but the remembrance of their good deeds is more deeply graven on the hearts of thousands of their parishoners. A gilded lamp, always burning, hangs before the altar. On the wall of the church is a crucifix, with the Saviour wounded and bleeding from his side and hands. The face is that of a man having died in great agony, and it is a painful object to contemplate. Near the crucifix is the altar of St. Alphonsus, with a most natural looking statue of the saint, perhaps the best in the church. The pulpit is hung to a column, and it is a remarkable piece of workmanship. Around its side are statuettes of saints, and on top, in a sort of cupola, is that of the Virgin, while the Holy Ghost, in the form of a dove, is seen descending from the ceiling.

St. Patrick's Church.

Roman Catholic. On Camp, near corner of Girod street, one square above Lafayette Square. From Canal street (seven squares distant) take Prytania street cars. Open daily, 6 A. M. to 6 P. M. Fine view from the steeple, which is 250 feet high. The ascent is easy. Apply to sexton, at the parsonage. Fee, 25 cents.

The Irish population determined to build a church of their own, and selected a site on Camp street. On this spot they erected the large Gothic church after the style of the celebrated York Minster Cathedral, and dedicated it to St. Patrick, the patron saint of Ireland. Although great care was taken in laying the foundations, the building, with its massive tower, proved too heavy, and the tower, shortly after its construction, commenced to settle on one side so that it became necessary to brace it up. The chief beauty of the church is the tower, which is of brick, and stuccoed to represent rough stone. Its height is 250 feet, and it was designed to make it much higher. The interior of the church is Gothic, with but little ornamentation. At the end are three altars, the centre, or high altar, standing in a recess on the rear wall, on which are three mural paintings. The centre panel represents the Transfiguration; the right one, St. Peter walking on the waves to meet the Saviour; the left panel represents St. Patrick baptizing the Queens of Ireland in the Halls of Tara. The high altar is of wood in the same style of architecture, and on a festival, when ornamented with many lights, is very imposing. Beneath the floor of the chancel is buried Father Mullen, the founder of the church, who died a few years ago, very old and much beloved by all who knew him. The Right Reverend Monsignor Allen, one of the Pope's chaplains, officiates every Sunday at High Mass.

Christ Church.

Episcopalian. On Canal street, corner of Dauphine street. Open daily. Services on Sunday, at 11 A. M. and 7:30 P. M.

The pioneer Protestant congregation of the Southwest is that of Christ Church, which organized itself in January, 1805. At that time, the Protes-

tant population of New Orleans was so small, and belonged to so many different sects, that a ballot was necessary to decide the denomination of the sect to which this church should attach itself. The result of the ballot was as follows: Episcopalian, 45 votes; Presbyterian, 7; Methodist, 1. Total, 53 votes. The new church was, in accordance with the ballot, organized as an Episcopalian church, and attached to the diocese of New York. In 1846, the old church was found to be too small, and the Rev. Dr. Hawkes, the pastor, determined to build a larger edifice. The design of Gallier for a Gothic building was accepted, and the present edifice was built. The general appearance of the interior is heavy, with the exception of the nave. In the chancel are memorial windows to some of the former pastors and bishops, and on the walls are tablets in memory of former wardens. One of these tablets is erected to the memory of Richard Relf, a warden, who was so well known as the executor of the estate of Daniel Clark, in connection with the celebrated Gaines case. The baptismal font is of white marble in the form of a cross.

Trinity Church.

Episcopalian. On Jackson street near Prytania street. Take, at Canal street, the Prytania street cars or Baronne street cars. Services, on Sundays, 11 A. M. and 7:30 P. M.

One of the best attended churches of the city is Trinity church, situated on Jackson street, and surrounded by magnificent residences. The building, which is in the Gothic style, is large, and is noted for a beautiful memorial window to Bishop Polk, well known during the war as "Gen. Polk, the Fighting Bishop." The art of staining glass, that is, mixing the colors into the glass, was known in the middle ages, but was lost for several centuries, and the secret has been only recently discovered again. As this window is one of the few of its kind in America, it is worth the while to examine it carefully. The window is divided into three compartments, each forming a picture by itself. In the lower one, "The Last Supper." In the one above, "The Crucifixion;" and in the upper, "The Ascension." Trinity church has a fine choir, and of the Protestant churches has the reputation of rendering the finest music.

St. Paul's Church.

Episcopalian. On Camp street, corner of Clio street. Take, at Canal street, Magazine street cars. Services, Sundays, 11 A. M. 7:30 P. M.

On Camp street, one square above its intersection with Prytania street, is St. Paul's, a neat Gothic church, noted for its simple and quaint looking interior. In the chancel is a handsome stained window representing St. Paul.

First Presbyterian Church.

Presbyterian. On Lafayette Square near St. Charles street. Take at Canal street the St. Charles or Prytania street cars. Services, Sunday 11 A. M. and 7 P. M.

On Lafayette Square is situated the principal Presbyterian Church of New Orleans, of which the Rev. Dr. B. M. Palmer is the pastor. The church, which is a large Gothic structure, measures 75 x 90 feet, with a ceiling 42 feet high, and at its side is a slender and graceful steeple 219 feet high. The whole design of the exterior is noble, and looks well from the Square, while the interior is lofty and well arranged. Dr. Palmer is noted for the eloquence of his sermons, and large congregations attend both services.

Temple Sinal.

Reformed Jewish. On Carondelet street, near corner of Delord street. Take at Canal street the Baronne street cars. Services, Friday evenings at 6 P. M. Saturdays at 10 A. M.

A few years ago the Reformed Jews organized a congregation and built the Temple Sinal under the guidance of their eloquent pastor, the Rev. James K. Gutheim. The temple, built in the Byzantine style with alternate layers of white and red brick, is crowned by two small towers, which, during certain festivals, are illuminated. The Friday evening services, which are conducted mostly in English, according to the new forms, are very well attended. The music by the choir and the chanting is very impressive, and attracts a large number of visitors. The sexes in the Temple are not separated as in the Jewish congregations, and gentlemen are expected to remove their hats on entering.

Church of the Messiah.

Unitarian. On corner of St. Charles and Julia streets. Eight squares from Canal street. Take St. Charles street cars. Services, Sunday, 11 A. M.

The Church of the Messiah was built in 1854 for Dr. Clapp, the celebrated Unitarian divine, but as the congregation is small it is not always open for worship. The church, which is of brick, is constructed in an octagon form, and is usually designated as the "circular church on St. Charles street.

St. Maurice.

Roman Catholic. Corner of Hancock and Royal streets. Take Rampart and Dauphine streets cars on Canal street, to Hancock street, about two miles. Church open 6 A. M. to 6 P. M.

This church, situated near the U. S. Barracks, in the lower part of the city, is a plain brick edifice in the shape of a cross, and is much resorted to by certain people on account of a statue of the Virgin. It is believed by

many that three wishes made before this statue on the 15th of August, the Feast of the Assumption, are granted, and hence this shrine attracts people from all parts of the city.

Carondelet Methodist Episcopal Church.

Methodist Episcopal. South on Carondelet street, between Lafayette and Girod streets. Services, Sundays at 11 A. M. and 7:30 P. M.

The principal and oldest Methodist Episcopal congregation in the city worship in the above-named church, erected before the late civil war, through the liberality and exertions of Messrs. McGehee and Hill, two prominent Methodists of Louisiana. The church is a brick edifice with an Ionic portico, and is crowned by a graceful cupola modelled after the monument of Lysicrates in Greece, sometimes called the lantern of Demosthenes, and considered the purest specimen of the Corinthian order of architecture.

Greek Church.

On Dolhonde street near Esplanade street. Take Esplanade and Bayou Bridge cars to Dolhonde street. For admission, apply at Sexton's house.

The Greek Church of the Holy Trinity is a small church where services are occasionally held. The ornaments of the altar were presented by the late Empress of Russia.

CITY GOVERNMENT.

The city is governed under the city charter of 1882, by a council elected from the different wards and by a Mayor, City Comptroller, City Treasurer, Administrator of Public Works, and Administrator of Police. The Council meets weekly to legislate for the city, and its sessions, which are held in the City Hall, are open to the public. The valuation for State and City Taxation are made by a Board of Assessors, appointed by the Governor, and, on their valuation, a tax of 20 mills is annually raised, which is devoted to the payment of the interest on the public debt, expenses of the city administrators, public schools, police, etc. The bonded debt of the city, amounted, in 1884, to \$16,102,000. The total valuation, real and personal property of the city by the assessors amounted, in 1884, to \$114,628,814, and on this the annual tax is based.

CITY HALL.

On St. Charles street, opposite Lafayette Square, six blocks from Canal street. Take cars on St. Charles street.

The City Hall is a massive building, erected in 1850 by Gallier, modelled after the celebrated Temple of Minerva of the Grecian Acro-

polis, with a noble portico of Ionic columns. The front of the building is of white marble, and the sides of brick stuccoed. Over the portico is a bas-relief of Justice, surrounded by figures with the emblems of the commerce of the Mississippi valley. Ascending to the main door by a series of granite steps, a long hall, paved in black and white marble, is entered, extending the whole length of the edifice. On the right and left as you enter are the various offices of the City Government, and the visitor is at once struck by the convenience of the plan, as well as the excellent construction of this massive building, which, although built on a marshy foundation, is without cracks. On the left of the Hall, as you enter, are the mayor's office and parlor, in the latter of which are portraits of Jackson, Washington, and some of the former mayors. This room is an elegant apartment, handsomely furnished, and is used by the mayor as an office. On the right of the hall is the library, a large apartment containing an extensive collection of books, which are free to all who desire to read. Busts of Saml. J. Peters, one of the former mayors, and others adorn the room. On the table, under a glass case, are two volumes of the "Vie de Cesar" by Napoleon III, presented by the Imperial author to the city of New Orleans. On the same floor is the Council Chamber, an apartment used for the sittings of the City Council. Descending to the basement, the offices of the City Treasurer and Comptroller are reached, and adjoining these are the rooms of the Fire Alarm Telegraph. This room should be visited by strangers, as it is very interesting to view the complicated machinery by which the fire alarms are sounded. All the electric fire alarm boxes, placed at the different points in the city, communicate with this office, and, as soon as the alarm is received, the number of the box sending the alarm is struck by electricity on the church bells by the operator in this room. To give an alarm, for instance, from box 243, the operator strikes two taps in succession, then, after an interval, four taps in succession, then another interval, three taps in succession. To guard against any inattention on the operator's part, is a tell-tale clock, and at stated intervals he is obliged to try the instrument.

The City Hall, although built but a few years, has been the scene of many stirring events. In 1861, several regiments received their colors from the steps in front of this building. In 1862, Admiral Bailey came to the City Hall to demand the surrender of the city. The crowd collected around the building in such numbers, that it was by barricading the doors with furniture, that they were kept out and prevented from maltreating the U. S. officers. As soon as the interview was over, it was with difficulty that the officers were able to escape by a rear door. It is customary for the Mayor of the City, the day previous to Mardi Gras, to receive a visit from Rex, and to present him the keys of the city on a velvet cushion, and thus inaugurate the Mardi Gras festivities.

CLUBS.

There are many social clubs, and they may be classed in two categories. The *Close Clubs*, those that do not admit strangers, and the *Open Clubs*, those to which strangers are admitted for a specified time on being introduced by a member. To the latter an invitation card is issued as a matter of form.

Pickwick Club.

Corner of Carondelet and Canal streets.

This is a *close club*, with a membership of about three hundred, and occupies the elegant brick and stone building of the Queen Anne style, built in 1884, at an expense of over \$100,000. The entrance hall has a grand staircase, which leads to the parlors and the upper rooms. At the head of the first stairs is a stained glass window, representing the famous "Mr. Pickwick," of Dickens' novel, after whom the club is named. On the ground floor are the dining room and reception room, to which only strangers are admitted by the introduction of a member. The club is elegantly furnished throughout, and on the upper floor is a large Assembly Room. The "Mystick Krewe of Komus," a carnival organization, is supposed to be composed of members of this club, and it gives annually a magnificent pageant and ball.

Boston Club.

No. 148 Canal street.

This club, which is composed of merchants and professional men, occupies the Mercer mansion, which has been recently enlarged and handsomely decorated. The club, which is classed as an open club, admits strangers for a limited time on the introduction of members.

Louisiana Club.

No. 146 Canal street.

The Louisiana Club is an organization composed of young men, and is a *close club*, admitting strangers only to the reception room on lower floor. The club house is well arranged and elegantly furnished in the latest style. The Louisiana club is credited with giving the annual pageant and ball of "Momus" on the Thursday before Mardi Gras.

Commercial Club.

No. 134 Canal street.

The Commercial club is composed of business men, and is designed to be a rendezvous for commercial men and their friends. It has a membership of over six hundred, and its club house is well appointed and comfortably furnished. Strangers are admitted for a limited time on the introduction of members.

New Orleans Chess, Checkers, and Whist Club.

Corner of Canal and Baronne streets.

This club, with a membership of over one thousand, is a popular resort, with the same rules as to the admission of strangers.

La Variété Club.

In the Grand Opera House.

A club composed of the stockholders of the Grand Opera House, who have a reserved space in the theatre behind the orchestra.

Harmony Club.

Corner of Camp and Delord streets.

This club is composed mostly of Israelites, and occupies an elegant mansion.

Lieder Tafel Club.

Corner of Canal street and Exchange alley.

An organization composed mostly of Germans devoted to music.

New Orleans Fencing Club.

No. 19 St. Charles street.

A club devoted to fencing and athletic sports.

Young Men's Gymnastic Club.

Bienville street.

A large gymnastic organization.

Louisiana Jockey Club.

Esplanade street.

See JOCKEY CLUB GARDENS.

COTTON TRADE.

Carondelet and Gravier streets are considered the centre of the cotton business, and in this neighborhood are clustered all the large houses dealing in cotton. New Orleans is the largest cotton port in the world, and exports annually nearly two millions of bales. To receive, store, sell, and export this enormous amount, requires an army of men, and furnishes occupation for nearly two-thirds of the population. The value of the crop annually exported is estimated to be about one hundred millions of dollars, and, although many hands are needed to move this crop, perhaps there is no trade which is more systematically organized and re-

quires a less number in proportion to its value. Cotton is planted from the seed every year, in the month of March, and grows to the height of about four feet. In June, the blossoms commence to appear, which, after blooming, form bolls or seed pods. These burst and shed small seeds to which the cotton lint is attached. Picking cotton commences in September, and by December the crop is all harvested. From the field, the cotton in seed is taken in baskets to the gin-house and there the seed is separated by a gin composed of a series of circular saws, enclosed in a box. Previous to the invention of the gin, by Eli Whitney, the seed was separated by hand, which was a long and tedious task. At the gins, sometimes worked by steam, are presses by which the cotton is pressed into bales of about 450 lbs. each, bound with bands of iron, called cotton ties. Before the war, rope was used, but since then iron ties have taken its place, and are preferred by shippers. The railroads and steamboats bring the crop to market, some steamboats carrying as much as five and even eight thousand bales at one load. As soon as the boat lands, contractors proceed to unload her at once, sorting out the the cargo on the levee according to consignments which are distinguished by little flags of different colors. Merchants advancing money to planters and receiving their cotton, are called "cotton-factors." The factor selects one of the cotton-presses of the city to store his receipts, where they pay a regular season price for each bale. The presses contract with draymen to haul the cotton by the year, and as soon as the cotton is ready for delivery, it is hauled to the press. So well is the handling of cotton organized, and so expeditiously are the details carried out in a clockwork manner, that often the factor finds at his office, in the morning, samples of the cotton which has arrived during the previous night, been unloaded at daybreak, hauled to the press and sampled. Each factor has a weigher, who draws a sample from each bale, rolls it up in stout brown paper, with the marks of the bale on the outside. The samples are laid out on the factor's tables, and the brokers of the buyers for export purchase according to what the sample represents. Many of the houses employ, at high salaries, cotton classers, to classify the cotton, which, according to color, cleanliness, length of fibre, is graded as inferior, low ordinary, ordinary, good ordinary, low middling, good middling, middling fair, middling, etc. Once a trade is consummated, the factor gives the order to his press to deliver the cotton, specifying the marks thereon. The factor's weigher proceeds to weigh the cotton, makes a return to his principal, and the buyer pays the amount within three days. The buyer has the cotton re-weighed, if he desires, engages his freight and orders the press to ship the cotton. The press runs the bales through the compress, reducing the size of the bales nearly one-half, and for this work is paid about sixty-five cents per bale by the ship, as a vessel is able to store more compressed cotton than uncompressed.

COTTON EXCHANGE.

Corner of Carondelet and Gravier streets. Two squares distant from Canal street. Strangers admitted to the gallery. Elevator entrance.

The Cotton Exchange is an elegant building of Renaissance style, built of a cream-colored stone, highly sculptured with bas-reliefs and other ornaments. The Cotton Exchange, which was organized in February, 1871, with a membership of one hundred merchants now exceeds three hundred. It was designed as an association to regulate and promote the cotton trade of New Orleans, by having systematic rules for sampling, buying, selling and delivering of cotton, as well as settling disputes by arbitration. The utility of this institution became so manifest that the scope of usefulness was enlarged until, to-day, merchants feel that it is an indispensable assistance to the trade. Reports of the receipts of cotton at all ports, as well as exports, meteorological reports, crop reports are posted daily on the blackboards.

The first building proving too small, the present site was selected, and the plan of Wolters, of Louisville, adopted. The edifice was erected with much care, under the supervision of a building committee presided over by Thomas D. Miller, Esq., and the present magnificent building, complete in every minute detail, was delivered to the Association at the cost of \$380,000 for the ground and the building.

The interior is one large handsome apartment of graceful proportions supported by Corinthian columns and lighted by three crystal chandeliers. The ceiling is frescoed, and, in the centre, are paintings set in panels representing Cavalier de la Salle taking possession of Louisiana in the name of the King of France; DeSoto discovering the Mississippi; a view of a cotton plantation, and a view of Eads' Jetties.

At one end of the room is a ring, where cotton futures are sold. When the prices of cotton are fluctuating, a perfect pandemonium of cries to sell and to buy, reigns all day until the closing hours. A small gallery for visitors, accessible from the stairway or elevator, is always open, and from it an excellent view can be obtained of the animated scene below. The upper floors of the building are occupied as offices, and an elevator takes the visitor to the roof, from which there is a panoramic view of the city.

COTTON PRESSES.

One of the great sights of the city is the Cotton Presses, and an examination of their powerful machinery is worthy of attention. As a ship can stow more bales of cotton compressed, large compresses have been erected, costing each, according to size and power, from \$80,000 to \$100,000. The bales are reduced about three-fourths of the size as re-

ceived from the interior. For this service the ship pays about 65 cents per bale, and is thus enabled to take a larger cargo. These compresses, about twenty-five in number, are mostly of the Morse, Tyler, and other patent, and it is a curious sight to see these steam giants, with strong iron arms, at work. The bale is seized by stout negroes, rolled into the compress, and squeezed by it with a demoniac-like hissing sound. The iron bands or ties are tightened, and then this iron giant lets go its victim with a gasp, and the bale rolls out, very much reduced in size.

ORLEANS AND OTHER PRESSES.

Take, at corner of Canal and Chartres streets, the Tchoupitoulas street cars, which, at about one mile distant from Canal street, pass through the Cotton Press quarter of the city.

COTTON SEED OIL MILLS.

The manufacture of oil from cotton seed has, of late years, developed into a large and profitable business in New Orleans. Since the late war a great many mills have been erected, so that at present there are seven mills in operation in different parts of the city. The Maginnis' Mills are the most central and accessible, being situated at the corner of Julia street and Tchoupitoulas street. (*Take Tchoupitoulas street cars at the corner of Canal and Chartres streets to the mills, six squares distant from Canal street*). These mills occupy a whole square fronting on Julia street, and a portion of the adjoining square. Cotton seed comes in the form of a seed about the size of a pea, covered with lint cotton. This lint is removed by the gins in the country, and forms what is known as "cotton." The seed comes from the country in bags, and is passed through several very fine gins, so as to remove as much as possible the remaining lint. The seed is then passed through a huller, which removes the hull, leaving a little kernel. This kernel is ground up, steamed and placed in bags about eighteen inches long and these bags are put in presses and the oil pressed out. The residuum is a hard yellow cake, called in commerce "oil cake," which is exported for cattle feed, and sometimes ground into meal for the same purpose. Soap is made from the residuum of the oil, but the greater part of the oil is shipped to Europe, there refined and sent back to America, after being mixed with the crushings of olives, as "delicious French and Italian sweet olive oil." The hulls are sometimes used for paper stock, also as fuel to run the works, and the ashes as fertilizers.

COURTS.

The courts of the State for the Parish of Orleans are located in the City of New Orleans. The civil code of laws is founded on the "Code Napoleon," and differs from that of other States of the Union. Courts always are open to the public.

Supreme Court of Louisiana.

This Court, the highest tribunal of the State, holds its sessions in the Cabildo, or old court buildings, on Jackson Square, corner of St. Peter street, commencing the first Monday in November. The Court consists of a Chief Justice and four Associate Justices, appointed by the Governor for different terms.

Court of Appeals.

This Court, recently created, consists of two judges, elected by the legislature, and holds its sessions, commencing the first Monday in November, in the court building corner Jackson Square and St. Ann street.

Civil District Courts.

The Civil District Court for the parish of Orleans, is composed of divisions A, B, C, D, E, each presided over by a Judge appointed by the Governor for a term of years. These Courts hold their sessions, commencing the first Monday in November, in the court buildings, corner of Jackson Square and St. Ann street.

Criminal Courts.

The Criminal Court for the parish of Orleans consists of Divisions A and B, each presided over by a Judge appointed by the Governor for a term of years. The Court holds its sessions in the court buildings opposite Lafayette Square.

City Courts.

The City Courts are presided over by Judges elected by the people, and have jurisdiction in all civil cases where the amount in contest does not exceed one hundred dollars.

FIRST CITY COURT.—Corner Camp and Lafayette streets.

SECOND CITY COURT.—No. 90 Exchange Alley.

THIRD CITY COURT.—Villéré street, between Seguin and Bartholomew streets.

FOURTH CITY COURT.—No. 900 Magazine street.

CUSTOM HOUSE.

On Canal street, three blocks from the river. Main entrance on Canal street. Open daily except Sundays, 9 A. M. to 4 P. M. On application to the Janitor, access can be had to the roof, by an easy staircase, in the right hand corridor, near the elevator, and from the platforms in the roof a magnificent view is to be had of the city and the harbor.

HISTORY.

The Custom House, which is the principal government building in the city of New Orleans, is situated on the square bounded by Canal, Cus-

tomhouse, Decatur and Peters streets. It was formerly the site of Fort St. Louis, when the city was fortified by the Spaniards. This square, in former times, fronted on the Mississippi, but the constant accretions of soil, called by the natives "batture," has, in the course of time, gradually formed new ground in front, until the square is now about four blocks distant from the river. The new made ground became the property of the city, and was sold to private parties who have erected large stores on the spot, where, in former years, there was water deep enough to float the largest man-of-war in the world. For many years, the Custom House was a small frame building in the centre of the square, until 1848, the government commenced the erection of the present edifice. The plan, by A. T. Wood, of a large granite building in the Egyptian style of architecture, to cost \$800,000, was adopted.

LAYING OF THE CORNER STONE

The corner stone was laid in 1847, by Henry Clay, and work commenced in the following year.

CONSTRUCTION OF THE BUILDING.

It was contemplated to have the business room of the Customs in the centre hall, and the balance of the building was to be used as a general bonded warehouse. To carry out the plan it was determined to make the building very strong and thoroughly fire-proof. The walls were made of a great thickness. The rooms were vaulted and the floors constructed of iron and brick, so that, perhaps, there is no building of its size in the world in which so little wood has been used, and which is so thoroughly fire-proof. To support this enormous mass of brick and stone, great care was taken with the foundations, which were made 17 feet deep, resting on huge cypress logs. To allow the building to settle evenly, the walls were held together by strong iron bands placed in the arches, which remained in their places over thirty years. Notwithstanding the precautions taken to secure a firm foundation, the building sank as much as two feet on one corner, and it became necessary to abandon the original plan and to substitute an iron cornice in place of the one of stone, as contemplated in the plan. Work has continued at intervals during the past thirty years, as long as the appropriations held out; at one time it was under the superintendence of General, then Major, Beauregard; it will require several years yet to complete the edifice.

DIMENSIONS OF THE BUILDING.

The building, which is 81 feet high, measures 340 feet on Canal street, by depth on Decatur street of 297 feet, and on Peters street of 309 feet, and it is constructed of Quincy, Mass., granite.

TOTAL COST.

The total cost to Nov. 1st, 1884, was \$4,212,368,50, and nearly \$1,000,000 more will be required to complete the work.

LOCATION OF OFFICES.

On the ground floor are located the Appraiser's store, the office of the Inspector of Boilers and Steamboats, and other offices.

U. S. Post Office.

On the Decatur street side is the post office, the corridor of which is 247 feet long.

Main Entrance.

Ascending to the principal floor by the main entrance on Canal street, the visitor enters a wide vestibule, with iron columns supporting large skylights of thick glass. Passing through this vestibule a hall is reached, which extends around the whole building, with which all the offices communicate.

Marble Hall,

In the centre of the building, within this passage, is the "Marble Hall," the large business room of the Customs Department. Marble Hall is considered by all tourists to be one of the handsomest rooms in existence. Although not so large as the far-famed St. George's Hall, of Liverpool, England, it is more remarkable from the fact that nothing but marble and iron has been used in its construction. This noble apartment measures 128 feet by 84 feet, with a height of 58 feet. At one end are panels with life-size bas-reliefs of Bienville, the founder of New Orleans, and Jackson, its defender, between whom is placed the coat-of-arms of Louisiana, the pelican feeding its young. The roof, consisting of an iron frame, painted white and gold, into which are set enormous plates of heavy ground glass, with a blue Grecian border of elegant design, is supported by fifteen columns of pure white marble, forty-one feet high. These fluted columns cost \$8,000, each, and have handsomely carved capitals, representing plants and emblematic heads. The floor is of white and black marble, with pieces of heavy glass set in to give light to the rooms below.

United States Customs Department.

Around the hall are white marble counters, occupied by officers of the Customs. Here vessels are entered and cleared from all known ports of the world. Duties are collected and all business relating to the commerce of New Orleans has to be transacted in this hall.

U. S. Sub-Treasury and Courts.

At the end of the right hand corridor is the Sub-Treasury office. On the left of the main entrance are the U. S. Courts, Marshal's and Clerk's offices.

Other Offices.

On the second floor of the building, are the Land Office, the Surveyor General's Office, and the Signal Service Station. When General Butler, in 1862, took possession of New Orleans, he established his headquarters in the Custom House, and for a long time occupied the suite of rooms on the Decatur street side as an office. The upper portion of the building, then in an unfinished state, was used as a military prison for captured Confederate soldiers. In the room under the Sub-Treasury office, at the foot of the dark staircase, Mumford was, in 1862, confined, and, after being tried before a military commission for tearing down the United States flag, was taken to the U. S. Mint and hung on the spot where the flag was torn down.

View from the Roof.

On application to the Janitor, access to the roof may be obtained. The stairs of ascent are of stone and hung in the wall unsupported. The panoramic view well repays the tourist, for it is the best to be had of the whole city.

RIVER SIDE.

At your feet is the Mississippi River, crescent shaped, from which New Orleans derives its name of "Crescent City." The river flows to your left, sweeping past the Cathedral, and around the Algiers Point, thence past the U. S. Barracks, distinguished in the distance by its flag; thence onwards, passing in the rear of Algiers, a suburb of the city, towards the Gulf of Mexico, to your right, distant about one hundred miles. At the head of Canal street are the St. Louis, Red River, and Vicksburg packets. To your left, the boats from the sugar districts, the sugar levee, the sugar refinery (ten stories high), Sugar Exchange, with Mansard dome, New York steamships, Cathedral with its three spires, the French Market (a long low building, near the river bank), the U. S. Mint, in the curve of the river (with its tall brick chimney), the shipping, the Ursulines Convent, (a long, white building, facing the river), and the U. S. Barracks (Jackson Barracks), in the far distance.

CANAL STREET SIDE.

At your feet Canal street, the principal avenue of the city, extending toward the Lake (Pontchartrain, six miles distant); the river, crowded with shipping from all parts of the globe, curving like a huge snake around the city, the Shot Tower, with its many windows, the heavy Norman

Tower of St. Patrick's Church,,the Water Works'slender iron stand-pipe in the distance, the dome-shaped tower of St. Mary's Assumption Church; to the right, and nearer, the graceful Gothic spire of Dr. Palmer's Presbyterian Church, on Lafayette Square; to the right, and near Canal street, the St. Charles Hotel, with its colonnade; in the rear, the Cotton Exchange, with its bells and flagstaff; to the right, the Altar dome of the Jesuits' Church, and far to the right, St. Joseph's Church; in the distance the Exposition Grounds.

WOODS' SIDE.

At your feet, the old French quarter, the white spire of Christ Church and the Grand Opera House; to the right, the large, bulky looking building is the French Opera House. In the distance, the Jockey Club and Race Stand, and, through the opening in the woods, is seen Lake Pontchartrain-six miles off, with many steamers and vessels. To the right, the Third District of the city, and the dome of the Hotel Royal.

DISTRICTS.

The city of New Orleans proper comprises all that portion of the city between the Levee and Rampart street, Canal and Esplanade streets, and to this was added, at different times, the various outlying suburbs or faux-bourgs. In 1852, the city was redistricted, and later on, at different periods, new districts were added, so that the districts are now as follows:

First District.

Created out of the old Fauxbourg St. Mary. Bounded on the lower line by Canal street; on the upper by Felicity road, and extending from the River to the Lake in the rear, comprising First, Second, and Third wards.

Second District.

Created out of the Old City, and the Fauxbourg Trémé. Bounded on the upper line by Canal street; on the lower by Esplanade street, and extending from the River to the Lake, comprising the Fourth, Fifth, and Sixth wards.

Third District.

Composed of the old Fauxbourg Marigny. Bounded on the upper line by Canal street; on the lower by the limits of the city, extending from the River to the Lake, and comprising the Seventh, Eighth, and Ninth wards.

Fourth District.

Formed of the old city of Lafayette. Bounded on the lower line by Felicity road; on the upper by Toledano street, extending from the River to the Lake, and Comprising the Tenth and Eleventh wards.

Fifth District.

Formerly the town of Algiers, on the west bank of the Mississippi River, extending from the lower line of Jefferson Parish to the upper line of the Parish of Plaquemines, fifteen miles down the river, comprising the Fifteenth ward.

Sixth District.

Composed of the Fauxbourg Delachaise, Bouigny and several others. The lower line being Toledano street; the upper boundary being Lower Line street, and extending from the River to the Lake. Comprises the Twelfth, Thirteenth, and Fourteenth wards.

Seventh District.

Formerly the city of Carrollton. Extending from Lower Line street to the upper limits of the city, and from the River to the Lake. Comprises the Sixteenth and Seventeenth wards.

FAIR GROUNDS.

Take Esplanade street and Bayou Bridge cars to Esplanade street gate. Admission free.

The Fair Grounds, formerly called the Gentilly Race Course, is a large tract of land situated on the Gentilly Ridge. At various times State Fairs have been held on the spot, and large buildings were erected for exhibits. The gardens and greenhouses have an interesting collection of tropical plants. At present the grounds are used by the Louisiana Jockey Club as a race track for the Spring meetings.

FERRIES.

See DIRECTIONS FOR TOURISTS.

FIRE BRIGADE.

The extinguishing of fires in the city is annually let by contract and awarded to several organizations, called the "Firemen's Charitable Associations." The engine houses are owned by the city and the engines by each company. The city maintains the fire alarm system and the alarm of fire is struck on several church and city bells. At different corners, throughout the city, are placed automatic fire alarms boxes, connected by electricity with the central station at the City Hall. When an alarm is sent to the central station from a box, by simply turning the crank inside, the officer on duty immediately sounds the number of the box on the bells. For instance, if the alarm 245 is to be sounded, the bells sound two taps in succession, then a short pause and four taps in succession, then another short pause and five taps in succession. Twenty taps mean a general alarm and call out the entire fire department. One tap signifies that the fire is out.

FIRE ALARM.

INSTRUCTIONS TO WATCHMEN AND KEY-HOLDERS.—All the boxes are automatic. To give an alarm, pull down the hook as far as it will go, and let it go. After the box stops working, if the bells do not respond, pull

down the hook again. If you still hear no bells go immediately to the next nearest box.

When the fire is extinguished, it will be indicated by one tap of the bell.

LIST OF STATIONS, NEW ORLEANS FIRE ALARM.

5. Corner Harmony and Levee streets.
6. Corner Washington and Chippewa streets.
7. Ninth street Market.
8. Corner Carondelet and Eighth streets —Car station.
9. Corner Prytania and Ninth streets.
12. Corner Magnolia and Washington streets.
13. Corner Sixth and St. Denis streets.
14. Engine House Fire Company No. 22.
15. Engine House Fire Company No. 23.
16. Lafayette Hook and Ladder Company No. 1.
17. Corner Constance and First streets.
18. Corner Magazine and St. Andrew streets.
19. Corner Rousseau and St. Mary streets.
21. Corner St. Charles and First streets.
23. Corner Dryades and St. Andrew streets.
24. Keller Market.
25. Corner Jackson and Coliseum streets.
26. Corner Jackson and Liberty streets.
27. Corner Second and Dryades streets.
29. Corner Market street and Levee.
31. Corner Henderson street and Levee.
32. Engine House Fire Company No. 12.
34. Engine House Fire Company No. 1, Hunter street.
35. Corner Market and Chippewa streets.
36. Second Precinct Police Station.
37. Corner Race and Magazine streets.
38. Corner Melpomene and Camp streets.
41. Horse Car Station, St. Charles street.
42. Dryades Market, Melpomene street.
43. Corner Franklin and Erato streets.
47. Corner Gaienné and Peters.
48. Engine House Fire Company No. 6, St. Joseph street.
51. Corner Constance and Erato streets.
52. Corner Camp and St. Joseph streets.
53. Engine House Fire Company No. 18, Calliope street.
54. Corner Rampart and Delord streets.
56. Corner Calliope and Freret streets.
57. Corner Magnolia and Erato streets.
61. Corner Terpsichore and Franklin streets.
65. Corner Julia and Levee streets.
71. Harbor Protection Company, foot of Julia street.
72. Corner Canal and Levee streets.
73. Corner Magazine and Girod streets.
74. Corner Natchez and Tchoupitoulas streets.
81. Corner Canal and Camp streets.
82. Engine House Fire Company No. 5, and City Hall.
83. Engine House Fire Company No. 13, Perdido street.
84. Corner Carondelet and Common streets streets
121. Corner Rampart and Canal streets.
123. Corner Rampart and Poydras streets.
124. Engine House Fire Company No. 14, Common street.
125. City Workhouse, Girod street.
126. Corner Claiborne and Poydras streets.
127. Corner Common and Rocheblave streets.
141. Corner Bienville and Old Levee streets.
142. Corner St. Louis and Royal streets.
143. Engine House Fire Company No. 7, Dauphine street.
145. Corner Burgundy and Toulouse streets.
146. Pelican Hook and Ladder Company, No. 4 Basin street.
151. Corner Canal and Robertson streets.
152. Corner Bienville and Johnson streets.
153. Corner Derbigny and Bienville streets.
154. Canal street Car Station.
214. Corner Old Levee and St. Philip streets.
215. Police Station, Jackson Square.
216. Corner Hospital and Dauphine streets.
227. Engine House Fire Company No. 10, Dumaine street.
231. Corner Trémé and Esplanade streets.
234. Corner Trémé and Ursulines streets.
235. Engine House Fire Company No. 21.
236. Corner Bayou Road and Claiborne streets.
237. Police Station, Parish Prison.
241. Engine House Fire Company No. 3.
242. Corner St. Ann and Miro streets.
243. Stern's Chemical Works, Elysian Fields street.
252. House Hook and Ladder Fire Company No. 3, corner Marigny and Levee streets.
253. Engine House Fire Company No. 9, Esplanade street.
312. Police Station, Elysian Fields street.
313. Corner Bagatelle and Esplanade streets.
314. Corner Goodchildren and St. Anthony streets.
315. Corner Goodchildren and Elysian Fields streets.
316. Corner Claiborne and St. Bernard streets.
412. Corner Laharpe and White streets.
413. Corner Love and Spain streets.
414. Corner Poet and Urquhart streets.
415. Corner Mandeville and Claiborne streets.
513. Cotton Press and Levee.
514. Washington Market.
515. Corner Louisa and Rampart streets.
612. Engine House Fire Company No. 24, Dauphine street.
613. Corner Dauphine and Independence streets.
614. Poland Street Car Station.
615. United States Barracks.
616. Corner Reynes and Dauphine streets.

SIXTH DISTRICT—Jefferson City :

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| <ul style="list-style-type: none"> 3. Car Station, Tchoupitoulas street, between Louisiana avenue and Toledano street. 4. Corner Toledano and Magazine streets. 5. Car Station, corner Prytania and Toledano streets. 6. Corner Apollo and Amelia streets. 7. Corner Apollo and Marengo streets. 8. Corner Camp and Foucher streets. 9. Corner Penniston and Coliseum streets. 12. Corner Austerlitz and Magazine streets. 13. Delachaise Brick Yard. 14. Corner Constantinople and Tchoupitoulas streets. 15. Corner Marengo and Prytania streets. 16. Jefferson Market. 17. Corner Napoleon avenue and Tchoupitoulas street. 18. Car Station, Napoleon avenue and St. Charles street. 19. Coliseum and Jena streets. 21. Corner Tchoupitoulas and Valence streets. | <ul style="list-style-type: none"> 23. Corner Magazine and Bordeaux streets. 24. Bordeaux, between Pitt and Prytania streets. 25. Corner Soniat and Magazine streets. 26. Corner Soniat and Tchoupitoulas streets. 27. Corner Joseph and Tchoupitoulas streets. 28. Car Station, Magazine and Octavia streets. 31. Corner St. Charles avenue and Dufossat street. 32. Corner St. Charles and Nashville avenues. 34. Corner Henry Clay avenue and Tchoupitoulas street. 35. Corner Henry Clay avenue and St. Charles street. 36. Louisiana Retreat. 41. Corner Broadway and Levee streets. 42. St. Charles and Lower Line streets. |
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SEVENTH DISTRICT—Carrollton :

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| <ul style="list-style-type: none"> 3. Carrollton Railroad Depot. 4. Corner St. Charles avenue and Washington street. 5. Corner Zimple and Burdette streets. 6. Corner Clinton and Hampson streets. | <ul style="list-style-type: none"> 13. Carrollton Oil Works. 15. Corner Fourth and Cambronne streets. 23. Corner Fifth and Mary streets. 24. Corner Canal avenue and Green street. |
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GEODETIC STONE.

Lafayette Square, five squares from Canal street.

The United States Coast and Geodetic Survey has erected a square stone near the centre of Lafayette Square, which marks exactly latitude $29^{\circ} 51' 5''$ and longitude $90^{\circ} 04' 09''$ west. This stone is therefore three minutes (equal to 5,542 metres or about $3\frac{1}{2}$ miles north of the Great Pyramid of Egypt, the two points being separated by $120^{\circ} 4'$ of longitude, and about 11,714 kilometres, or 7,279 statute miles.

HEALTH.

State Board of Health, corner of Carondelet and Perdido streets.
Office hours 9 A. M. to 3 P. M.

New Orleans is erroneously supposed to be the most unhealthy city of the United States. It is true that at times, as in many other large cities, violent epidemics break out, but the average general health of the city is excellent, and the average of mortality for several years has been 25 per thousand per annum. Dr. Joseph Jones, the well known physician, at one time President of the State Board of Health, considers that the sanitary condition of the city is much better than that of many cities more favorably situated. The drainage system is not as perfect as it should be, for the level of the city being low it is impossible to have underground sewers, and the open surface drainage is in use. As New Orleans is a large port and as vessels arrive from all parts of the globe, there is necessarily an immense

floating population that often imports with it new diseases, besides which, the mildness of the climate attracts many incurable invalids; consequently this place is regarded, without cause, as a sickly port. Situated near the sea, New Orleans enjoys the benefit of the constant soft and salty breezes of the Gulf of Mexico; the climate is mild and temperate, so that small-pox, scarlet fever and other malignant fevers, which rage in Northern and Western cities, seldom prevail, and never reach an epidemic form. Yellow Fever epidemics take place at rare intervals, and yellow fever, which of late years has been acknowledged as not indigenous, does not appear every year, and when it does a few sporadic cases break out in the end of July and disappear. If the fever takes an epidemic form, it lasts until about the cold weather of October. Yellow fever may now be considered as stamped out, and will not appear again unless it is imported. The health of the city is vigilantly guarded by a State Board of Health, under whose management three efficient quarantine stations are maintained at a distance from the city, with great care and expense. All vessels and cargoes arriving are inspected at these stations, are thoroughly fumigated and disinfected with chemicals. If the vessels are found to be foul they are detained at the quarantine station and thoroughly isolated. Heavy fines and penalties are imposed for violations of quarantine laws, and the most summary proceedings taken to enforce them without the intervention of courts of law. Besides these precautions, the Board of Health have Sanitary Inspectors (physicians) stationed in each district of the city, with a large corps of Sanitary officers, aided by a citizen's association, to watch over the health of each district, to vaccinate persons, disinfect houses, and abate nuisances. The Board of Health is also the registry office for births, deaths, and marriages of the Parish of Orleans.

HOSPITALS.

There are many hospitals in New Orleans, but only two or three of interest to strangers.

HOTEL DIEU.

On Common street, corner of Johnson street. Take Common street cars on Canal street to the corner of Johnson street. Admission at main entrance on Common street.

The Hôtel Dieu (literally, House of God), is a private hospital under the management of the Sisters of Charity, and is remarkable for its neatness and good hospital appointments. The building, which is a large brick structure, facing Common street, occupies nearly a whole square and was built for a hospital. The Sisters, finding the first story was too low, determined to have the building raised, and in 1884 the whole hospital fronting on Common street was bodily raised by a series of jack-screws placed under it, and without disturbing the inmates. The hospital is

much used by strangers and citizens without homes, who resort here for treatment. The charges, which include medicines and medical attendance, as well as nourishment, vary according to accommodation, up to \$5 per day.

CHARITY HOSPITAL.

On Common street, between Locust and Howard streets. Take Common street cars on Canal street to the door of the Hospital. For admission apply to janitor on duty at the gate.

Through the liberality of several citizens, and with the aid of the State, the Charity Hospital was erected in 1832, after the plan of the hospital of Shrewsbury, England. The building, 300 feet long by 50 feet deep, is of brick, and stands in the centre of a square surrounded by gardens. Any one sick or injured is admitted free of charge, nursed and fed until able to leave the hospital. It is essentially, as its name implies, a "Charity Hospital," whose doors are open night and day, all the year, to the afflicted of all classes and nationalities. The Sisters of Charity, those angels of mercy, ever found where there is suffering, have charge of the hospital, under the guidance of a house-surgeon and the first physicians of the city. The number of persons treated usually exceeds 5,000 a year, and during epidemics this number is greatly increased. From 1830 to 1876, says Prof. Joseph Jones, in his able medical report, a period of forty years, 316,659 persons have been treated within its walls. For the purpose of discipline and management, the wards of the hospital are divided into four general divisions: 1, Medical; 2, Surgical; 3, Lying-in, and 4, Venereal. There are forty-two free wards and one pay ward. The latter ward is for those persons in better circumstances who want to make use of the great advantages which the hospital offers, without mixing with the poorer classes of the sick there, and who wish also to enjoy many home comforts they might otherwise not have. This ward seldom contains many inmates, averaging only three. The charges are \$1 a day, but it is extremely doubtful whether this income pays the expenses of caring for these patients, as they demand all kinds of luxuries. The hospital is a perfect little world within itself, and contains seldom less than eight hundred people, patients and employees at one time, and often more than a thousand. On each side of the main entrance are the various offices of the institution, which is managed by a Board of Administrators, appointed by the Governor. The first story contains the Surgical and Ophthalmic wards (two of which are for colored patients), the laboratory, apothecary, mess room and store rooms. The second and third floors are devoted to the general medical wards. In the right hand wing are the women wards, and in the left the laundry and kitchen. In the rear of the main entrance is a large room for lectures to be illustrated by operations performed on patients. As there is no difficulty in obtaining dead and live subjects, this hospital is a great

resort for students, twelve of whom are usually selected by the Board to reside in the hospital, free of any expense, to assist the surgeons. To support this great institution, more than \$100,000 is annually appropriated by the State.

CIRCUS STREET INFIRMARY.—132 and 134 South Rampart street.

CAMP NICHOLLS SOLDIERS' HOME.—Bayou St. John near Esplanade street.

TOURO INFIRMARY.—Prytania street, between Amelia and Delachaise streets.

HOSPITAL DE LA SAINTE FAMILLE.—40 St. Bernard avenue.

LUZENBERG HOSPITAL.—431 Elysian Fields street.

SMALL POX HOSPITAL.—South Hagan avenue.

ICE MANUFACTURE.

LOUISIANA ICE WORKS.

Situated on Tchoupitoulas street, two blocks above Louisiana avenue. Take Tchoupitoulas street cars at Canal street, and get out at the gate of the factory.

Ice is manufactured at the Louisiana Ice Works by the Carré patent, and meets a ready sale. The works, which are operated by a Company, are very extensive, and employ many hands. The invention of the Ice Machine is a French one, the ice being formed in metallic moulds by the evaporation of ammonia. The water used is from the river, and is condensed and made clear. Bouquets, fruits, fish, and bottles of wine are often frozen in blocks of ice, the first retaining all their colors. Works can be visited daily without passes.

DELORD STREET ICE WORKS.

On Delord street, nine blocks from Canal street. Take Prytania street cars to Delord street, and walk two blocks towards the river.

These works were erected by Senator Jones, of Nevada, and ice is here manufactured by the evaporation of ammonia, passing through iron tubes, on which water is constantly sprinkled. The freezing-room, with its huge columns of ice, is a marvelous sight, and well worth a visit.

Admission daily without passes.

INDIANS.

The Indians that are seen in the New Orleans markets belong to the tribe of Choctaws, who have a large camp on the other side of Lake Pontchartrain. The tribe is civilized, and many are devout Catholics. James Mahout Aby was elected, in 1879 their chief for life and resides near the mouth of the Bon Fouca Bayou. These Indians support themselves by

preparing *gumbo*, gathering herbs and medicinal plants, which they sell in the public markets of the city. In former times there existed in lower Louisiana numerous tribes which are now nearly extinct, but have given their names to various streams, parishes and parts of the State. So thus we have the Houmas (meaning red-legs), the Attakapas (meaning man-eaters), Tensas, Haklopisas, the Tunicas, and many other tribes. The Mississippi River was called by the Indians, "Meschacebe," the father of waters.

JETTIES.

Take Lower Coast packet to Jetties (Eadsport). Distance 116 miles.

For many years the Mississippi River has gradually extended itself farther out into the Gulf of Mexico. The town and fort of Balize, situated on a branch of "Pass à l'Outre, was formerly on the Gulf, but the river has gradually formed banks beyond it, so that now it is some miles inland. Capt. James B. Eads saw that the muddy waters of the river, meeting those of the Gulf, made a deposit and formed bars outside, while the river never filled up as long as there was a good current. He proposed to Congress for a large sum of money to build, from the land ends of the South Pass to the Bar, two jetties to confine the current and cause the bottom to scour out. This proposition was accepted and the work commenced by Eads' South Pass Jetty Company building two walls, one thousand feet apart, composed of willow mattresses, one hundred feet long, held in place by stone ballast, and covered with a top layer of concrete. When the work was begun the depth of water between the land ends of the South Pass was about thirty feet, and the water gradually became more shallow until at the crest of the bar there was but seven feet. The waters having been confined by the walls of the Jetties, the current scoured the bottom until this depth on the bar increased to over twenty-four feet and the Westwardly current of the Gulf carries off all the sediment out into deep waters. Many persons predicted that these works could not stand the hurricanes that sweep with such violence over the Gulf, but, so far, their predictions have not been verified. The completion of the Jetties is one of the great engineering feats of the nineteenth century, and Capt. Eads may well be proud of his success. All vessels now use the South Pass, and the other passes are almost abandoned.

JOCKEY CLUB.

On Esplanade street, near Bayou Bridge, about two miles from Canal street. Take Esplanade street cars on Canal street to the entrance gate on Esplanade. Admission by Card from members or Secretary.

The Jockey Club House was originally a private residence of Mr. Luling, and has been converted into a club house. The house is a two-

story brick mansion with side wings and and is handsomely furnished. In one of the side wings is a bowling-alley; the house is placed in the centre of ~~the city~~



part of the city, which is renowned for its fine dinners. Passing behind McCloskey's Soda Water Pavilion, a long wharf

is reached, at the end of which is the Southern Yacht Club House, the starting point for the annual regattas. Beyond the Music Plaza the Revetment Levee extends with its gardens, flowers, walks, fountains and kiosks, forming a delightful promenade night and day, along the lake shore, for over a mile. An intricate maze puzzle of shrubbery is laid out here and is the source of great amusement to visitors. Baths at the end of the pier, fifteen cents.

SPANISH FORT.

The steam trains leave the depot, corner of Canal and Basin streets, at different hours, (see Time Table in newspapers). Distance five miles. Fare, round trip, fifteen cents.

The Spanish Fort trains turn from North Basin street into Bienville street; passing (on right) the head basin of Carondelet Canal (Bayou St. John) and the old St. Louis cemetery No. 1; following Bienville street passes between the St. Louis cemeteries; at Broad street (on right) the House of the Good Shepherd (see Asylums); at Hagan avenue canal (on right) one of the city draining machines and in the distance the old City Park and its oaks; at Metairie Ridge road the train passes through the old City Park with its majestic oaks; thence, following the Orleans draining canal, Lake Pontchartrain is reached. Lake Pontchartrain is a brackish sheet of water not over ten to fifteen feet deep and fifteen miles wide. Its commerce is mostly confined to schooners of light draft, transporting lumber and naval stores from the pine woods of the Louisiana and Mississippi coasts. Spanish Fort is a small village with pleasure gardens, situated at the mouth of Bayou St. John, a stream navigable for schooners; this stream connects with Canal Carondelet, one of the canals leading to the centre of the city. The Fort erected by the Spaniards and called Fort St. John, was armed and garrisoned by them during their occupation of the colony. This fort being too far inland, was of no service, so it was abandoned and part of its armament left there. The contour of the fortification built of small brick, is yet well preserved, only the embrasures have been filled up and the parapet made level to accommodate seats. A house has been built one side of the fort for a restaurant, which is well patronized for its fish dinners. The foundations of many of the old houses inside the fort are still visible and its venerable walls, showing but little signs of decay, are in as good a state of preservation as when the proud banner of Castile waved over them. Behind the Fort (on the upperside, near the gate leading into the garden) are four cypress trees, planted at an equal distance apart; tradition says they mark the grave of a young Spanish officer, killed in a duel on that spot. It was at this fort that Gen. Jackson, in 1814, hastening from the Indian war in Tennessee, to take command of New Orleans to oppose the British advance, first landed, coming across the Lake in a schooner. From this place he rode to Bayou Bridge and there rested before making his

entry into the city the next day. Outside the fort are pleasure gardens, with walks and flowers, all kept in beautiful order. Near by are a concert hall, a summer theatre, and sundry amusements. In the garden is an alligator pond, containing some fine specimens; also a maze puzzle which affords considerable amusement. A prominent object of interest in the garden is an old torpedo boat, fished up out of the Canal a few years ago, a relic of the civil war. At night, in summer, concerts are given here and the gardens are lighted by electricity, and present a fairy-like aspect; the beautiful prismatic fountain attracts admiring crowds. *Bathhouses at the end of piers. Baths, 15 cents.*

Old Lake End. (Milneburg.)

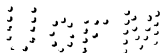
Steam trains start from the corner of Elsyan Fields and Chartres streets (sometimes from the L. & N. Canal street depot. See newspapers for hours and starting points). Take at Canal street the Bourbon street cars to depot, or Levee and Barracks street cars in front of Custom House to depot. Distance four miles. Fare, round trip, 15 cents.

The Pontchartrain R. R., as it is usually called, was the second railroad built in the United States, and for a long time was considered a wonder to behold. The locomotives and means for running the trains were for several years very primitive, but were improved with time. All the railroads in England and the United States for many years unloaded their freight as wagons unload, until the Superintendent of this railroad invented the simple platform, which was speedily adopted by all railroads. Leaving the city, the road goes direct to the lake in a straight line, four miles, which is the narrowest point between the lake and the river. Washington square, with the Third Presbyterian Church (on left) at Goodchildren street (on right) Shell Beach R. R. depot to Lake Borgne. At the Gentilly Ridge (on left), a Jewish cemetery; passing through old fortifications erected in 1862, and the swamp, Milneburg is reached, a small village, named after Alexander Milne, a benevolent old Scotchman. This village is composed of a series of restaurants and bathing houses. At the end of the long pier is a light house, containing a flash light.

LEVEE.

The landings on the river from Julia street to St. Louis street.

The levee, or dyke, which was built in early times to protect the city from overflow of the river, was gradually raised and levelled until finally, to-day, it forms a large plaza several squares wide, extending from Julia to St. Louis streets. All the landings along the front of the city are called levees, but the name is more properly applied to the above described space. This great landing is divided into three levees, the Grain Levee, at the head of Poydras street, the Cotton Levee, at the head of Canal street, the Sugar Levee, at the head of Conti street. On the levee goods are



landed and sold, and during the busy season the levee presents a busy, bustling scene.

LEVEE REGISTER.

Posts in First District. (Ascending River.)

- | | |
|--|--|
| 1 Opposite Common street. | 19 Between Hunter and Terpsichore streets. |
| 2 Between Common and Gravier streets. | 20 Opposite Terpsichore street. |
| 3 Opposite Gravier street. | 21 Opposite Henderson street. |
| 4 Poydras street. | 22 Between Henderson and Robin streets. |
| 5 Between Poydras street and Lafayette avenue. | 23 Between Henderson and Robin streets. |
| 6 Opposite Lafayette avenue. | 24 Opposite Robin street. |
| 7 Between Lafayette avenue and Girod streets. | 25 Between Robin and Race streets. |
| 8 Opposite Notre Dame street. | 26 Opposite Race street. |
| 9 Opposite Julia street. | 27 Between Race and Orange streets. |
| 10 Between Julia and St. Joseph streets. | 28 Opposite Orange street. |
| 11 Between Julia and St. Joseph streets. | 29 Between Orange and Richard streets. |
| 12 Opposite St. Joseph street. | 30 Opposite Richard street. |
| 13 Between St. Joseph and Calliope streets. | 31 Between Richard and Market streets. |
| 14 Between Calliope and Gaienné streets. | 32 Opposite Market street. |
| 15 Opposite Erato street. | 33 Between Market and St. James streets. |
| 16 Opposite Thalia street. | 34 St. James and Celeste streets. |
| 17 Between Thalia and Hunter streets. | 35 Opposite Celeste street. |
| 18 Opposite Hunter street. | 36 Between Celeste and Nuns streets. |
| | 37 Opposite Nuns street. |
| | 38 Between Nuns and Felicity streets. |
| | 39 Opposite Felicity street. |

Second District. (Descending River.)

- | | |
|---|--|
| 6 Opposite Conti street. | 13 Opposite Dumaine street. |
| 7 Opposite St. Louis street. | 14 Opposite St. Philip street. |
| 8 Between St. Louis and Toulouse streets. | 15 Opposite Ursulines street. |
| 9 Opposite Toulouse street. | 16 Between Ursulines and Hospital streets. |
| 10 Opposite Jefferson street. | 17 Opposite Hospital street. |
| 11 Opposite St. Peters street. | 18 Opposite Barracks street. |
| 12 Opposite Madison street. | 19 Opposite Esplanade street. |

Third District. (Descending River.)

- | | |
|--|--------------------------------|
| 22 Opposite Elysian Fields street. | 25 Opposite Mandeville street. |
| 23 Opposite Marigny street. | 26 Opposite Spain street. |
| 24 Between Marigny and Mandeville streets. | 27 Opposite Lafayette avenue. |
| | 28 Opposite Port street. |

LIBRARIES.

State Library.

Corner of Common and Dryades streets.

A small and good library for reference, and has a collection of some works of value. Library open to the public daily from 9 A. M. to 3 P. M.

City Library.

In the City Hall, on St. Charles street.

The largest library in the city, containing many rare French and English works. Library open to the public daily 9 A. M. to 3 P. M.

Tulane Library.

In Tulane Hall, on Dryades street, near Canal street.

This library, a recent foundation, contains 10,000 volumes, and is destined to be in the future one of the large libraries of the country. Library open daily 9 A. M.

LOTTERIES.

Louisiana Lottery Company.

Office corner St. Charles and Union streets, three squares from Canal street.

No lottery tickets are allowed to be sold in New Orleans except those of the Louisiana Lottery Company. This institution, under the presidency of Charles T. Howard, Esq., is chartered by the State, and has a large capital. It occupies the banking house on the corner of St. Charles and Union streets, on the ground floor of which are the various administration offices, where prizes are cashed; on the upper floor is the large hall where the drawings, under the superintendence of well-known commissioners, take place, in presence of the public. Tickets can be purchased all over the city at the lottery stands, and all information required is given. There are two classes of lotteries; the single number lottery, which is drawn monthly, in which whole tickets cost five dollars: the capital prize is \$75,000, and several minor prizes; the daily lottery which is drawn daily at 4 P. M. in which the tickets for two or more numbers cost twenty-five cents and upwards.

MARKETS.

French Market.

On the Levee, near Jackson Square, seven blocks distant from Canal street. Take Levee or Esplanade street cars on Canal street in front of Custom House and get out at the lower end of Jackson Square, which is the head of the Market; or take the Bourbon street cars (red), which cross Canal street at the corner of Carondelet and Canal streets. Get out at St. Anne street, walk three squares towards river, and the head of the Market is reached. Market open daily 5 A. M. to 11 A. M., but Sunday morning is the great day. The best hour to see the Market in full operation is between 8 and 9 A. M. Near the head of the Market, in the outside aisle, and also at end of the vegetable Market, are the celebrated Coffee stands, where visitors, for ten cents, can obtain, at all hours, delicious coffee, made with a dripper, in the Creole fashion, and a peculiar kind of wafel like pastry called "coffee cakes."

One of the principal objects of interest in New Orleans, which the stranger should not fail to visit, is the "French Market." To go away without seeing this place, with its throng of inhabitants shopping in all languages of the world, and selling fruits from the tropics, such as are not seen elsewhere, is equivalent to not having seen New Orleans. All nationalities and colors congregate at this market which is more like an Eastern Bazaar as meat, fish, dry-goods, boots, shoes, tin pans, and articles of household use are sold there every day of the week, and especially on Sundays. The French Market comprises five distinct and separate markets, which are generally known as the meat, the bazaar, the fruit, the vegetable, and the fish markets. Between these several markets are small open spaces

occupied by Indians, peddlers of fruit, tinware and notions. Sunday morning, which is the day when the market can be seen in all its glory, the crowd commences to collect early, gradually increasing as the day advances, until, at nine o'clock, the throng is so dense that circulation is impeded. The crowd keeps coming and going until the bell rings at eleven o'clock as a signal to close up and to commence cleaning up for the day. As the population of New Orleans is very much mixed, a great many nationalities are seen in the French Market, and the way English words are mixed with French and Spanish, and the manner in which words are twisted renders the Babel of tongues very confusing. On one side, the Sicilians offer, "Bananey—cheapee! Madamey" or "narange (oranges) cheapey par picayune" (five cents). On the other, half in French and English you are offered bright colored calicoes, so many yards for so many *escalins* (a bit or twelve and one-half cents). Mine friend Moses is here, also, to offer you coats "cheap for cash" that fit "like the paper on the wall." Step outside on the levee, and an artist is ready to take your picture while you watch acrobats going through their performances, or a traveling dentist pulling teeth for a mere trifle. Fat negresses, with gaudy "tignons" (head handkerchiefs), stroll along, talking gumbo French, a mixture of French, Spanish and English words, making their marketing or buying their wardrobes. Amidst all this noise and confusion, the Choctaw Indians sit, silent as statues, apparently oblivious of their surroundings, keeping a strict watch on their baskets of herbs, plants, and their bright-eyed little papooses (babies), strapped to planks, as is their Indian custom.

MEAT MARKET.

The first of the series of markets composing the French Market is the *Meat Market*, erected in 1813 at a cost of \$30,000, on the spot where stood the first market, destroyed during the fearful hurricane of the year previous. The stalls are mostly occupied by Gascon butchers from France who monopolize the butcher business of the city. The meat sold is generally Texas beef and brings usually twelve and one-half cents per pound. The stalls are frequently ornamented with pictures of meadows on which graze most wonderful looking cattle in impossible attitudes; in the foreground the artist (?) often introduces what is supposed to be the portrait of the owner of the stall, but what may be taken for any butcher in the market. At the head of the market are the several coffee stands, much frequented by strangers. Before leaving this market, go over into the aisle nearest the street and examine the various kinds of potted meats, called in French "charcuterie," some of which are excellent for cold lunches. Passing into the open space beyond, we come to the rendezvous of the Indians, a remnant of the once powerful tribe of Choctaws. These Indians live on the north side of Lake Pontchartrain, and belong to the tribe under the chief James Mahot-Aby, who, in 1879, was elected chief for life. Their principal occu-

pation is gathering herbs and medicinal plants, which meet a ready sale in the market. Laurel and Bay leaves, used by Creole cooks to season soups and dishes, are sold by them as well as "Filé" (gumbo), a sort of green powder, used to make the celebrated gumbo soup. This is prepared by pounding up sassafras, bay leaves and some other herbs, previously dried in the shade. Plantain (deer tongue), used to perfume wardrobes and linen closets, by spreading the leaves among the clothes, is sold by them at certain seasons for a few cents a bunch; also pieces of *latannier* root or palmetto, used for scrubbing brushes. Among their medicinal stock, the Indian or wild turnip is found, which, boiled by the natives in syrup is considered a sure cure for consumption. Blow guns and arrows made of wild cane are among their stock, and can be purchased for a trifle. Negro women station themselves at this spot offering for sale "pralines," sugar cake made of pecan or pea-nuts, "Callas," a species of soft doughnut made of rice and "pain patate," a kind of pie or cold pudding made of sweet potatoes.

BAZAAR MARKET.

The next market is called the Bazaar Market, a structure of iron erected about ten years ago, and used for the sale of dry goods, boots, shoes, notions, china, and glass-ware. Its narrow aisles are festooned with bright-colored handkerchiefs, stockings, and other articles of wearing apparel, so that on a crowded day circulation is slow and difficult. Emerging from this city of miniature shops, like an Eastern Bazaar, we come into an open space occupied by vegetable, fruit and flower vendors. During the Louisiana orange season, October to January, bins full of fine oranges are seen on all sides. Bananas do not ripen in New Orleans and have to be brought from the neighboring islands of the Gulf of Mexico, but oranges and figs grow to perfection. During the height of the season oranges can be purchased at these bins as low as thirty cents a hundred.

FRUIT MARKET.

Crossing the street, we reach a triangular market devoted to fruit and poultry. Here the fruits of the tropics are sold at reasonable rates.

VEGETABLE MARKET.

The next market is the great "Vegetable Market," a most interesting place, where vegetables, groceries, flowers and fruits are sold. Owing to the warm climate of the surrounding country, the seasons are very advanced and strawberries, green peas, and other early fruits and vegetables are sold here in December and January. Many of the vegetables sold in this market do not grow at the North and can be purchased here cheap. In the spring, the first fruit that makes its appearance in market is the "Japanese plum" or "Mespilus," a bright yellow and slightly tart fruit with a tender pulp and several large seeds. Pomegranates and figs appear in July. Of the latter the "figue celeste," a small brown fig, is much preferred to the

large black or white fig, which is too coarse-grained and not sweet enough. Plantains, a large kind of banana, brought from the islands of the Gulf, are not sweet enough to eat raw, so the Creoles slice them and eat them fried or stewed, with butter and sugar. In this market bouquets made of vegetables artistically carved to represent flowers are offered for sale at moderate prices. At the lower end is the best coffee stand in the market—where good coffee and chocolate are kept steaming hot.

FISH MARKET.

After passing through the Vegetable Market, the Fish Market is reached. This building, a structure of iron and glass, is one of the most interesting on account of the great variety of fish offered for sale. On the white marble tables, are seen brilliant red-snappers with large coral fins, the red fish, much liked in "courtbouillon," the much appreciated sheephead, the famous Spanish Mackerel, and, last but not least, the pompano, considered by gourmets to be the finest and most delicate fish that swims in any waters, and which strangers should not fail to taste at some good restaurant. Crabs, hard and soft, and shrimp from the lake and river, the former being the largest, but not esteemed as much as the latter, are sold in quantities. Crayfish, a small lobster-like fish, are sold from large baskets and used to make the famous "bisque" soup. These little fish are caught principally in the river, where they do great damage to the levees, by boring holes in them. Sea-trout, mullet, catfish, croakers and many other varieties are always on sale. The fish business is carried on by a class of Spaniards and Italians who are usually called "Dagoes." They own their own boats, small sailing-vessels, called luggers, having one mast on which they hoist a lateen sail. These boats go through the various canals to the fishing grounds on the Gulf, and lay in their stock, pack it away in ice boxes, and hasten to the city. Some of the fish are brought from greater distances, for instance the pompano, which is only found in certain spots on the Florida coast. Green turtle comes also from Florida, and is always to be had in the market. The proximity of New Orleans to the sea and fresh water streams makes it the best fish and oyster market in the United States after that of Mobile; while in winter the bayous and woods are filled with game of all kinds. Fish is cheap here in comparison to other large cities. A fine red-snapper or red fish, enough for ten persons, can be bought for 50 cents; sheephead are little higher, and small pompano sell as low as 50 cents each and as high as \$5. Shrimp, 10 cents a plate, and hard crabs 15 cents a dozen. Near the end of the Fish Market is the Game Market, which in winter is stocked with wild ducks, geese, turkeys, rabbits, woodcocks, and all varieties of game. Wild ducks are sometimes very abundant, and sell lower than 50 cents a pair.

ROUTE HOME.

The return to the hotel or Canal street is a pleasant walk and on the

way are several objects of interest. Cross Jackson Square (see Parks and Squares) in the centre of which is the Jackson Monument (see Monuments), and drop in at the Cathedral (see Churches) where the services are usually going on; thence up Chartres street to Canal street (seven squares) stopping on the way at the various bird stores to see their birds, monkeys, and other curiosities.

POYDRAS MARKET.

Corner of Baronne and Poydras streets. Market held every day, Sundays included, 5 A. M. to 11 A. M. Five blocks distant from Canal street. Take Baronne and St. Charles street cars.

The Poydras market, named after the street on which it stands, so called in honor of Julien Poydras, a benevolent citizen and founder of several orphan asylums, is the principal market of the American quarter, and resembles the French market on a much smaller scale. It is noted for the excellence of its meat and is well patronized. On week days, in the middle of the market, rows of negro women stand like soldiers, waiting for scrubbing or washing jobs and remind one of the time slaves stood in line for sale at the slave marts in the city.

OTHER MARKETS.

Many other markets are scattered over the city. (See City Directory).

MECHANIC'S INSTITUTE.

(TULANE HALL.)

On Dryades street, near Canal street.

The Mechanic's Institute, now called Tulane Hall, was built for an institute and library and is an historic building. During the late civil war, when a State government was formed under the protection of the Union forces, this building was made the State Capitol. After the war it continued to be used for the same purpose, until 1866, when occurred the "July Riots." This disturbance was caused by the unauthorized assembling of the old State Convention of 1864. The president of that body, E. H. Durrell, afterwards Judge of the U. S. District Court, refused to call it together, as he considered it was a defunct body, but the Governor of the State, J. Madison Wells, being undecided with whom to cast his lot, the Democrats or the Republicans, maintained an undecided, non-committal attitude, favoring more the Republicans, so a portion only of the old Convention met at the call of a few members. The Democrats determined that the Convention should not take place, and thus with the countenance of the Republican party in Congress, legislate them out of the State government, of which they had possession, except the governorship. The Mayor of the city, a Democrat, acting under an old law of the State forbidding meetings of assemblies designed to overturn the government,

directed the city police, in conjunction with the sheriff of the parish, to prevent the assembling of the Convention. The members, surrounded by some negro adherents, barricaded themselves in the hall of this building. Refusing to obey the summons of the sheriff, the front doors were forced and in the scuffle following the arrest of the members several were killed, together with some of their colored allies. This, called the "July Riots," fanned the dying embers of the Civil War into a flame again, sending troops into the State, and causing the passage of the Reconstruction Laws in Congress, by which all the States in the south were relegated for a while to military rule. Later on, after a new State government was organized, complications often arose and the militia were called upon at various times to quiet troubles among the Republicans themselves. In December, 1872, the Legislature was called to meet in extra session in this building, and W. P. Kellogg, the aspiring Republican Governor, sought through the U. S. Circuit Court to enjoin the State officers and Legislature from the counting of the returns of the recent election. Judge Durrell, alleging that he feared that his injunction would not be respected, signed an order, at midnight, directing the U. S. Marshal to seize and hold the Capitol. The Marshal, by virtue of this "midnight order," with a company of U. S. troops, seized the Capitol and refused to allow any but the partisans of Kellogg, the aspiring Governor, to enter. From this action resulted complications, which ended by installing W. P. Kellogg as Governor, in which seat he was maintained for four years by Federal troops. This building is now a part of the Tulane University of Louisiana, and is used as a library.

MONUMENTS.

JACKSON MONUMENT.

In Jackson Square, on Chartres street, six squares from Canal street. Take Levee cars, opposite Custom House.

The most remarkable monument of New Orleans is the bronze equestrian statue of General Andrew Jackson, erected in the centre of the square named after this General. The State of Louisiana determined to erect a suitable monument to the hero who achieved the signal victory on January 8, 1815, over the British on the plains of Chalmette, six miles below the city. (See Battle of New Orleans). The committee having the monument in charge decided to adopt the model of Clark Mills, which is an exact copy of the statue in front of the President's house in Washington. The General is represented in full uniform on a prancing horse, apparently entering the city, with his chapeau raised as if in the act of saluting. The statue and pedestal cost \$30,000. It is condemned by some, who claim that it looks like a hobby-horse, and that the position of the general and the horse is not natural. By others it is much admired, and the artist is highly praised for the great feat he accomplished in balancing

such a mass of metal. Nearly all equestrian statues have props beneath them, but the absence of any such support under this one will be remarked—as the horse stands on its hind legs perfectly balanced. In this position the statue has withstood all the hurricanes and storms for over twenty years and has never moved an inch. How the artist was able to accomplish this is best told in the answer made by Clark Mills himself, to a reporter some time ago:

“When I first commenced the Jackson statue my idea was to put a prop under the horse’s breast, after the manner of every equestrian statue then in the world, but, while watching a restive horse, which was being exercised in front of my door, the animal reared with its rider, and an instant stood poised upon its hind legs. My position was such that the perpendicular jamb of the door drew a line from the horse’s feet through the body to the crest of the neck, the front half of the body and legs of the rider appearing to view, while the hind parts and body of the rider were behind the door post. As he stood for an instant, I caught the position of a horse balanced for a jump, and saw that he simply shifted his weight so as to bring the centre of gravity upon the hind feet. This idea I worked out upon my model. All the statements in newspapers and guide books about my horse’s front parts being hollow and hind parts solid to adjust it in position are simply false. Another absurd report is that he is bolted down, and, when the bolts rust away, the horse will pitch over on his nose, ‘Go to grass,’ as the saying is. There is not a bolt about it. It simply stands upon its feet, balanced. You see, to the foot, on the small model I hold, is eleven and one-half inches, and, one foot being slightly in advance of the other, the natural position of the horse when standing, gives two inches more. Now, with a base of thirteen and one half inches, such is the conservation of fifteen tons accurately balanced, that a ton’s weight attached to the horse’s knees would not trip it out of position.”

CLAY STATUE.

On Canal street, at the point where Royal and St. Charles streets begin, is considered the central point of the city, from which all car lines start.

In 1856, the citizens of New Orleans determined to erect a statue of Henry Clay, the great Whig statesman, whose saying, that he “would rather be right than be President of the United States,” is always remembered. Joel T. Hart, of Kentucky, was the artist chosen, and he succeeded in producing a most life-like bronze statue of the great statesman, heroic size, represented in the act of making a speech. The position of the figure is easy and graceful, but the pedestal is out of proportion to the size of the statue.

FRANKLIN STATUE.

In Lafayette Square, opposite City Hall, six squares from Canal street. In Lafayette square, on St. Charles street, is the white marble statue

by Powers, of Benjamin Franklin, the statesman, philosopher, and patriot. The statue is of life-size, and represents Franklin in a pensive mood, one arm resting on the trunk of a tree shivered by lightning, and the other on the hip. The statue faces towards the river, which causes the wits of the city to remark that "honest Ben Franklin" had to turn his back on the fathers in the City Hall. Through the exertions of several ladies, a part of the funds to erect this statue was raised, and through the liberality of Mrs. C. A. Weed, the subscription was completed, and the statue erected in 1872.

LEE MONUMENT.

In Lee Circle (formerly Tivoli Circle), on St. Charles street, ten squares from Canal street. Take cars on St. Charles street, and get out at the first turn the car makes.

Under the management of a society of ladies, several entertainments were given to raise funds to erect in Lee Circle, a monument to General Robert E. Lee, the celebrated Confederate general; it was determined to build a column of white marble, surmounted with a bronze statue of Lee fifteen feet high. The foundations of the column were composed of heavy piles of cypress, driven into the ground by steam and bolted together. On this, bricks were laid and the column, with a staircase, lighted by openings cut in the stone, was erected at a cost of \$40,000. The bronze statue, by Doyle, is considered a good likeness of the famous Confederate captain. The monument is one hundred and six feet eight inches high, resting on a granite base forty-two feet square. Height of mound, twelve feet; base, twelve feet; column, sixty feet; die, seven feet eight inches; statue, fifteen feet; diameter of mound, one hundred and ninety feet; diameter of column, seventy feet; diameter of die, seven feet eight inches.

BATTLE MONUMENT.

On Battle Field, below the U. S. Barracks. Take Rampart and Dauphine street cars to terminus at the Slaughter Houses; then walk half a mile along levee to the monument grove.

The Louisiana Legislature made appropriation to build a monument on the Battle Field of New Orleans, and a plain white marble shaft was commenced. After attaining about sixty feet in height, the appropriation gave out, and the monument was never completed. The shaft stands near the river, and has a spiral staircase within it. From the top a fine view is to be had of Jackson's great field of victory.

CONFEDERATE MONUMENT.

In Greenwood Cemetery, on the Metairie Ridge. Take on Canal street the West End R. R., and get out at the Ridge Station.

In Greenwood Cemetery, on the Metairie Ridge, is the monument erected by a society of ladies, at a cost of \$10,000, to the memory of the Confederate soldiers. The monument faces the Metairie Ridge road, and

consists of a mound, beneath which are the vaults where are buried the remains of many Confederate soldiers who died in prison during the war. The top of the mound is reached by granite steps, and in the centre is a pedestal of elegant design, on which stands the white marble statue of a Confederate soldier resting on his gun. Around the statue are the busts of Lee, Stonewall Jackson, Johnson, and Polk. On the Confederate Decoration Day this monument is always handsomely decorated with flowers.

WASHINGTON ARTILLERY MONUMENT.

In the centre of Metairie Cemetery. Take West End Steam R. R. on Canal street. Get out at the Ridge Station and cross the bridge to the cemetery.

The battalion of Washington Artillery, rendered so famous during the civil war by participating in all the great battles of Virginia, having taken part also in the war with Mexico, have erected a magnificent mausoleum in the centre of the Metairie Cemetery. The monument is of a tasteful design, and is surmounted by a statue in granite of a cannoneer, sponge staff in hand, modelled after the former Colonel of the battalion (Walton), who participated in all the campaigns in Mexico, Virginia, and Pennsylvania. On the face of the monument is the tiger's head, the emblem of the organization for over forty years, and around the sides, are engraved the names of the many battles in which the command took part. The monument is surrounded by granite cannons, half embedded in the earth, and connected by chains.

ARMY OF NORTHERN VIRGINIA,

In the Metairie Cemetery near the Lake.

The Monument of the Society of the Army of Northern Virginia consists of a column surmounted by the statue of a Confederate soldier. Below are large burial vaults for the soldiers belonging to the society.

MARGARET'S MONUMENT.

In Margaret Park, at the intersection of Camp and Prytania streets.

Margaret Haughery was a noble and charitable woman who had all her life devoted herself to aiding the orphans. Reared in poverty, she had, by industry in selling milk, accumulated sufficient means to purchase a large bakery, and with strict attention to this business, managed in a few years to make a fortune. This fortune she devoted to the care of the orphans, without regard to sex, nationality, or religion. At her death, through the exertions of Mr. Horter, a popular subscription was raised and the present statue and park dedicated to the good woman's memory. The statue is of white marble, by Doyle, and represents Margaret seated with an orphan beside her. This is the first statue raised in America in honor of a woman.

ITALIAN MONUMENT.

In centre of old St. Louis Cemetery, No. 1, on Basin street, three blocks from Canal street. Take Rampart and Dauphine or Esplanade cars. Get out at Conti street.

One of the largest and most magnificent monuments in New Orleans is the one erected at a cost of over \$50,000, by the Italian Society, in the old St. Louis (No. 1) Cemetery on Basin street. Unfortunately the monument is surrounded by narrow alleys, but from its great height it is easily found on entering the cemetery. The mausoleum, of white marble, is built in the form of a Maltese cross, surmounted by a statue of Religion leaning on a cross. In the niches are life-size statues of Italia and her children. It is much regretted by all who have seen this monument that it is not placed in a position where its majestic proportions could be better appreciated.

MINT.

Corner of Esplanade street and the Levee. Take the Levee car in front of Custom House or the red car of Bourbon street. Open for visitors from 9 to 12 M.

The U. S. Mint occupies the site of old Fort St. Charles, and was erected by the Government at a cost of \$182,000. The building fronts on Esplanade street, the former lower line of fortification, and is bounded in the rear by Barracks street, so named from having been the site of the old barracks of the garrison. The Mint is capable of turning out \$5,000,000 per month, and the machinery is of the finest kind. The process of "making money" by stamping it can be seen with much interest, and is one of the sights of the town. A polite official is always in attendance to show the visitors through the several departments. The efficient Superintendent is always happy to have the Mint and its workings inspected. In December, 1814, General Jackson stood on this site before the gate of Fort St. Charles and reviewed his army as they marched to meet the British. In 1862, Mumford was hung by General Butler in front of the Mint for tearing down the United States flag from the roof of this building.

MEDICAL MUSEUM.

In the Tulane University, second floor. On Common street, corner of Baronne street. For admission apply to the Janitor.

The Medical Museum is well worth a visit, and a few hours may be well spent in examining the models and the various specimens. The collection of the anatomical models is one of the finest extant.

MILITIA.

The Militia of the city is well organized into two brigades, and is attached to the "First Division of Louisiana National Guards," com-

manded by a Major-General. According to law, all militia men are exempt from jury duty.

NATIVE POPULATION.

Strangers often make a great error in supposing that the Creole population is a mixed race of whites and blacks. Judge Gayarré, the eminent historian of Louisiana, in a short article on the subject, says:

"The word 'Créole,' in French, or 'Criolle,' in Spanish, originally meant in these two languages, on the authority of their respective dictionaries, a child born of European parents in the colonial possessions of those two nations in America or Africa. Hence, the progeny of a European father and of an Indian or African mother, and *vice versa*, was not a Creole according to the legitimate sense of the word. For this reason, the negroes, mulattoes, and Indians never were, strictly speaking, entitled to the appellation of 'Creoles' in Louisiana. The Canadians and Mexicans, on the other hand, were evidently 'Creoles,' according to the accepted meaning of that word in French and Spanish, but I believe that it never was applied to the colonists of those countries. It is not acknowledged as properly English by that great lexicographer, Dr. Samuel Johnson, and it is not to be found in his famous dictionary. But it is admitted in Webster's and recognized by other American authorities, as having the meaning which I have mentioned in the preceding lines. It is, therefore, singular that probably the majority of the population of the United States have adopted the strange idea that 'Creole' means a colored person, partially of African descent, when in fact it is the reverse, and signifies only one of pure and unmixed European blood.

"The word 'Creole, rejected in Canada, easily domiciliated itself in Louisiana, probably in consequence of the proximity of that colony to the West Indies, and it soon assumed a very broad signification. It meant all that was born, created, manufactured and produced within her limits, be it animate or inanimate objects. For instance, these were standing expressions: Creole negroes, Creole cattle, Creole horses, Creole corn, Creole sugar-canes, Creole eggs, Creole chickens, Creole shoes, etc. If we adhere to the primary signification of the word, there are very few natives of Louisiana, now living, who can, since the cession of that territory to the United States in 1803, appropriately call themselves Creoles, because they were not born of European parents in a *French or Spanish colony*. Etymologically speaking the Creoles perished when colonial existence ceased for them, and evolved into native Louisianians. But if the word 'Creole' is used simply to designate nowadays the descendants of the ancient French and Spanish population of our State, it may be considered as not being improperly employed and may even be fondly cherished as recalling to

their memory an origin of which they are justly proud. In this sense of the word, the Creoles are the Knickerbockers of Louisiana."

NEWSPAPERS.

TIMES-DEMOCRAT, Daily (Democratic).—E. A. Burke, Manager. Largest circulation. Office, 58 Camp street.

NEW ORLEANS PICAYUNE (Conservative-Democratic).—George Nicholson, Manager. An old and favorite journal, with large circulation. Office, 66 Camp street.

DAILY STATES (Democratic).—Evening journal. J. Pinckney Smith, Manager. Extensive city circulation.

GERMAN GAZETTE (Democratic) Daily.—108 Camp street.

L'ABEILLE (The Bee), (Conservative Democratic).—Leading French journal of the State. M. Dufour, Manager. 73 Chartres street.

CITY ITEM (Independent).—Evening journal. M. F. Bigney, Manager. 39 Natchez.

WEEKLIES.

CHRISTIAN ADVOCATE.—Organ of Methodist Episcopal, South. 112 Camp street.

SOUTH-WESTERN CHRISTIAN ADVOCATE.—Organ of the Methodist Episcopal, North. 32 Natchez street.

SOUTH-WESTERN PRESBYTERIAN.—Organ of the Presbyterian Church. 94 Camp street.

MORNING STAR.—Organ of the Roman Catholics. 116 Poydras street.

ASSOCIATED PRESS OFFICE.—No. 13 Commercial Place.

ORANGE GROVES.

Around the city are situated extensive groves of oranges. The largest are those opposite Carrollton (7th Dist.) on Nine Mile Point (Mr. Austin Rountree's and Mr. Keep's) and those below Algiers. The Rountree (6,000 bearing trees) and Keep groves are easily visited by taking the street cars to Carrollton and thence cross the river by the large skiff ferry.

Oranges grow to perfection in Louisiana and are becoming a very profitable crop. The extreme cold weather often injures the trees fatally but the early frosts tend to sweeten the juice and impart a delicious flavor to the fruit. In the latter part of February the trees commence blooming and are covered with myriads of little white star-shaped flowers with bright yellow stamens. These flowers emit a sweet perfume as powerful as the night blooming jasmine. The petals of the flowers fall, leaving the yellow stamens which detach themselves and leave a little ball; this gradually grows larger and becomes, in November, the orange ripe for eating. The petals of the flowers are gathered and boiled with sugar and strained to

make an orange flower syrup much prized by the Creoles. More sugar is added to the residue of the straining, and sugar cakes called "conserve" filled with the candied blossoms are made. A tea made of the leaves of the tree is much used by yellow fever patients to produce perspiration and a soothing effect. From the flowers is distilled orange flower water and from the orange skin Curaçoa cordial is manufactured. The ordinary orange trees are divided into two classes, distinguished by the leaves and the size of the blossoms; the sour and the sweet. The former are planted for ornament and the latter for the fruit. There are many varieties which have been brought from various parts of the world, the color of the skin and the juice differing slightly. On Major Rountree's place there are over six thousand trees which the Major has, with untiring zeal, planted and raised. He has also planted a large number of Mandarin orange trees; these are dwarf and produce a small, flat-shaped, very sweet orange, with a skin that easily peels, and with a juice of a peculiar though pleasant taste. Orange trees are planted from the seed in nurseries, and when two years old are transplanted to the groves; they commence to bear in the seventh year of their growth. The orange flourishes best on the river bank protected from the cold north winds by the water and especially in the parish of Plaquemines, below the city, where there are groves of several miles in extent. A full bearing tree will produce over two thousand oranges, which bring from \$5 to \$17 per barrel of 250 oranges.

PARISH PRISON.

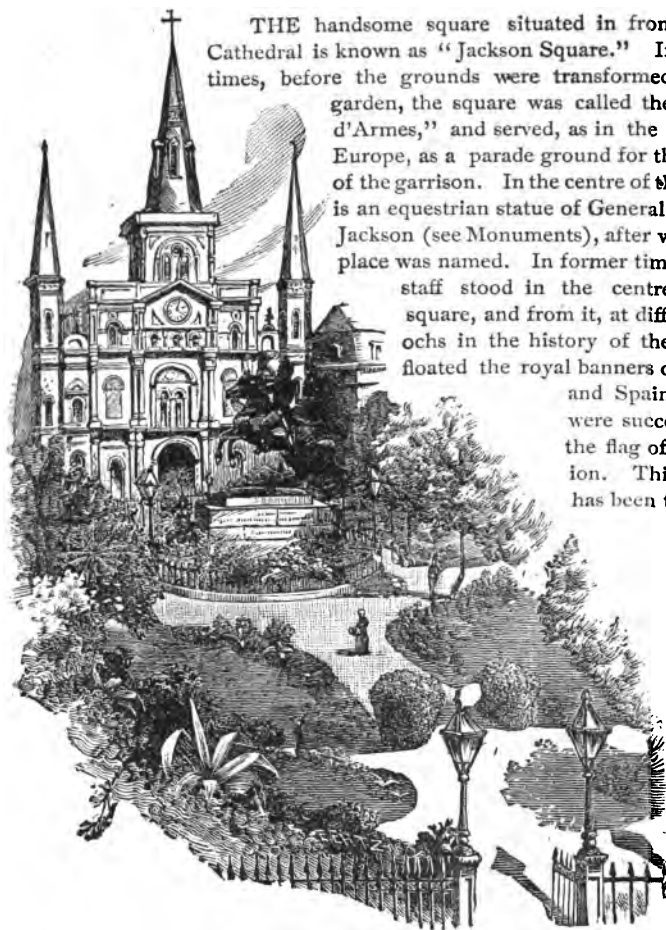
On Orleans street, rear of Congo Square. Take Esplanade street or Rampart and Dauphine street cars to Congo Square, thence across the square. For admission to inspect this prison, apply to Captain in charge.

The Parish Prison, or County Jail, a large building occupying nearly a whole square, is used as a prison for the city. This institution is divided into two portions, one for males and the other for females, and is under the charge of the Criminal Sheriff of the Parish of Orleans and a Captain of the Prison. Within its walls prisoners sentenced to imprisonment for short terms are confined and also prisoners prior to removal to the State Penitentiary at Baton Rouge. In the upper part of one of the wings, are the condemned cells, where prisoners under sentence of death are confined before their execution. The prisoner, after sentence, is taken from the court and placed in one of these double-grated cells which he does not leave, except to go to the chapel, until he is led to the scaffold. Executions were formerly public, but in accordance to a recent law they are in the future to be private. On the day appointed by the Governor, the condemned is conducted to a small gallery in one of the inner courts and executed by hanging. The grim looking walls of the old prison, have witnessed, of late the execution, of several prisoners. Adjoining the prison is a police jail and station house. In olden days, slaves were often whipped here by order of their masters by the Public Executioner.

PARKS AND SQUARES.

Jackson Square.

On Levee, opposite Cathedral. Take Levee cars opposite Custom House.



THE handsome square situated in front of the Cathedral is known as "Jackson Square." In former times, before the grounds were transformed into a garden, the square was called the "Place d'Armes," and served, as in the cities of Europe, as a parade ground for the troops of the garrison. In the centre of the square is an equestrian statue of General Andrew Jackson (see Monuments), after whom the place was named. In former times a flag-staff stood in the centre of the square, and from it, at different epochs in the history of the colony, floated the royal banners of France and Spain, which were succeeded by the flag of the Union. This square has been the scene

of many important events, for on this spot the different transfers of the Province have taken place. On August 16th,

1769, Captain-General O'Reilly, the Spanish Commissioner, in the presence of the royal troops of Spain, received the transfer of the Province of Louisiana from France through the French Governor, Aubrey. The

banner of France was lowered and that of Spain raised amid salvos of artillery. On November 30th, 1803, the Spanish Commissioners transferred the Province, with less ceremony, to Monsieur de Laussat, the representative of France. The flag of Spain was lowered and that of France raised in its stead. On December 20th 1803, M. de Laussat transferred the country to the United States, and the new flag was saluted with cheers and salvos of artillery. After the battle of New Orleans it was determined to celebrate the victory by a "Te Deum" at the Cathedral. Great preparations were made, and General Jackson, the victorious general, was met at the gate of the Square, near the Levee, by committees of citizens, and escorted to the Cathedral through an avenue of children, (each representing a State of the Union), who scattered flowers in his path. At the door of the Cathedral the clergy, in their sacerdotal robes, presented to the General an address, the ceremonies terminating by a grand "Te Deum" and a service of thanksgiving.

The square was formerly surrounded on the upper and lower sides by a row of old Spanish buildings, which belonged to the Baroness de Pontalba, the grand-daughter of the founder of the Cathedral. The Baroness destroyed these buildings, and on the spot erected the present rows of dwellings with shops beneath. At the same time, at her own expense, she improved the square by laying it out in the French style of gardening. The Cathedral (see Churches) has undergone many changes, but the buildings on the right and left of it remain as they were in Spanish times. These buildings are now occupied by the Courts, and are of a heavy style of architecture. The upper building, formerly the "Cabildo," or City Hall of the Spaniards, is used by the Supreme Court of the State, and as a police station. In its principal hall the deeds and procès verbal of the successive changes of government were signed, and the proclamations made from its balcony. When Lafayette made a tour of the United States, the general was lodged and entertained by the city in this building. Opposite this, on the corner of Chartres and St. Peter streets, is a low and massive building, which, during the colonial days, was the principal hotel of the city, and may be called the oldest hotel building in the Mississippi valley. Jackson Square, on Sunday afternoons, between four and five o'clock, is a great resort for the children, and the stranger then has a good opportunity to see the different types of the population. The stranger will notice many trees and shrubs, such as the orange, banana, fig, lemon, and palm trees, not seen in the north, but which flourish here in the open air, and bear fruit.

Congo Square.

On Rampart street, five squares back of the Cathedral, is Congo Square, sometimes called "Place d'Armes," formerly the site of Fort St. Ferdinand. This square has a fountain in the centre, and is used as a

parade ground. During slave times, a cannon which stood in the centre of the square, was fired by the police at 9 P. M., after which any slave found on the streets without a pass from his master, was arrested. The square derives its name from the fact that, in former times, the negroes, who were mostly from Congo, used to congregate in this square on Sunday and dance some of their native dances to the music of a rude drum and some bones.

Lafayette Square.

Opposite City Hall, between St. Charles and Camp streets.

This Square, or Park, opposite the City Hall, on St. Charles street, was called "Lafayette Square" in honour of General Lafayette, of Revolutionary fame. The square is laid out with walks and avenues of handsome shade trees. In the centre is a statue of Benjamin Franklin, by Powers (see Monuments), and near one of the corners of the square is a stone, placed there by the U. S. Coast and Geodetic Survey officers. This stone is located exactly latitude $29^{\circ} 56' 58''$, and longitude $90^{\circ} 04' 09''$ west. It is, therefore, three minutes (equal to 5,542 metres, or about $3\frac{1}{2}$ miles) north of the Great Pyramid of Egypt, the two points being separated by $120^{\circ} 4'$ of longitude: about 11,714 kilometres, or 7,279 statute miles. On one side of the square is the City Hall (see City Hall), and on the other, Dr. Palmer's Presbyterian Church (see Churches).

Lee Place.

Intersection of St. Charles and Delord streets, nine squares from Canal street.

At the intersection of St. Charles and Delord streets, four squares above the City Hall, is Lee Place, formerly known as "Tivoli Circle." A handsome monument, consisting of a white marble column, surmounted by a statue of General Robert E. Lee in bronze, has been erected in the centre of this park. At the end of Delord street is the "New Basin," which is connected with Lake Pontchartrain by a canal six miles long. This canal, navigable for schooners and small steamboats, belongs to the State, and is used to bring lumber and building materials from different points on the lake coast. St. Charles street, which above Lee Place widens into a broad avenue, is one of the principal drives of the city, and extends five miles to Carrollton, a small suburb of New Orleans, and to the "Exposition Park."

Margaret Place.

At the intersection of Camp and Prytania streets. Take Prytania or Magazine street cars.

Margaret place is a pretty little park, laid out with walks, shrubbery, and fountain. In the centre is a white marble statue of good Margaret Haughery, the friend of the orphan (see Monuments).

Coliseum Park.

Between Camp and Coliseum streets, and extending from Melpomene to Race streets. Magazine or Coliseum street cars pass up on each side of this Park.

Coliseum Park is an irregular shaped area between Camp and Magazine streets, and is surrounded by handsome residences. The park is laid out with avenues of shade trees, and its velvety lawns are a favourite resort for children of the neighbourhood.

Annunciation Square.

On Race street. The Annunciation street cars encircle the Square.

The square was donated to the city, and it was the intention of the donor that a church should be erected in the centre in honor of the Annunciation to the Virgin Mary that she should give birth to the Saviour. It is laid out with lawns and avenues and is often used for military parades. On the river side are St. Michael's Church (Roman Catholic) and the large cotton presses, where cotton is stored and compressed for shipment.

Washington Square.

On Elsyian Fields street. Take Rampart and Dauphine street cars.

The favorite square of the lower part of the city is Washington Square, a pleasant and well kept park with a fountain in the centre, flowers and walks shaded by luxuriant rows of live oaks.

Clay Square.

Between Second and Third streets. The Annunciation street cars pass on each side of the Square.

Clay Square is a plain but well kept park, with avenues of oaks and other trees.

Douglas Square.

Washington avenue, Shell Road, between St. George and Freret streets.

Douglas Square has been opened during the past few years, but as yet not much work has been done to make it as attractive as the other parks of the city.

Upper City Park (Exposition Grounds).

Between the river and St. Charles Avenue. Take St. Charles avenue, Coliseum street, Magazine street, Prytania street, or Tchoupitoulas street lines of cars.

The Upper City Park, now used as the Exposition Grounds, contains 249 acres and has been much embellished by the Exposition managers. This park was originally the sugar plantation of Etienne Boré, who introduced sugar cane cultivation in Louisiana, and made the first crop of sugar on this site. The land, after several changes of ownership, finally be-

longed to the Marquis de Circé Foucher, by whose heirs it was sold to the city of New Orleans for a park.

Old City Park.

On the Metairie Road, near Canal street. Take Canal street cars to the Metairie Ridge, thence by the Metairie Ridge cars to Park; or, take Esplanade street cars on Canal street to the Bayou Bridge, thence to Park three squares.

The Old City Park contains 160 acres of land and has never been improved but has been left in its natural wild state. Nevertheless, this park possesses some features very attractive to the tourist. A grove of gigantic live oak trees, such as are rarely seen, occupy a portion of the park, and their branches are loaded down with the long, gray Spanish moss, which grows so luxuriantly in the South. This grove, usually called "The Oaks," was for many years the favorite duelling ground of the city, and the old trees have witnessed many desperate combats.

POLICE.

The police of the city is well organized under the orders of the Mayor and a Chief of Police. At the Central station on Carondelet street, near Poydras street, are the headquarters of the Chief and his corps of detectives. To these parties all complaints must be made and they will receive prompt attention. There are four Recorders' courts before which are tried all cases of violations of city ordinances and State laws. When the cases are of the former kind they are punished by fine, or imprisonment in the Workhouse or Jail, and if the latter, are sent before the Criminal Court.

CHIEF OF POLICE, office, 124 Carondelet street.

DETECTIVE HEADQUARTERS, office, 124 Carondelet street.

PROPERTY CLERK'S OFFICE, 124 Carondelet street.

CITY CORONER, office, 124 Carondelet street.

CITY SURGEON, office, 124 Carondelet street.

Recorders' Courts.

FIRST, No. 124 Carondelet street.

SECOND, Jackson Square, corner St. Peter street.

THIRD, Berlin street, between Camp and Magazine streets.

FOURTH, Patterson street, between Verret and Olivier streets.

POLICE PRECINCTS.

FIRST PRECINCT. Bounded by Canal, Delord, New Canal and Broad street. Station house, 124 Carondelet street.

SECOND PRECINCT. Bounded by Delord street, Felicity Road, land boundaries of Harbor Precinct and Broad street. Station house corner of Terpsichore and Chippewa streets.

THIRD PRECINCT. Bounded by Canal, Esplanade, Rampart and land boundaries of Harbor Precinct. Station house, Jackson Square, near the Cathedral.

FOURTH PRECINCT. Bounded by Canal, Rampart, Esplanade and rear of the city. Station house, corner of Marais and Orleans streets.

FIFTH PRECINCT. Bounded by Esplanade street, river, lower limits, and rear of the city. Station house, Elysian Fields, near Dauphine street.

SIXTH PRECINCT. Bounded by Felicity street, river, and upper limits of the city to Broad street. Station house, Rousseau and Jackson streets.

SEVENTH PRECINCT. The Sixth and Seventh Districts of the city. Station house, corner of Magazine and Berlin streets. Sub-Precinct, Carrollton.

EIGHTH PRECINCT. Fifth District, with Gretna as Sub-Precinct. Station house, Villéré street, between Seguin and Bartholomew.

HARBOR PRECINCT. Station house, Canal street ferry landing.

SUBURBAN SUB. PRECINCT. Station house, Canal street, between Anthony and Helena streets.

SEVENTH DISTRICT PRECINCT. Station house, Carrollton avenue, between Hampson and Second streets.

PRIVATE POLICE.

There are two or three private police forces in the city, with detective agencies attached. These private police watch houses, inspect the grounds of the residents during the night, guard freight on landings, and are useful in a variety of ways to the general public who employs them.

POST-OFFICE.

Corner of Canal and Decatur streets.

The Post-office is located on the ground floor of the Custom House, corner Canal and Decatur streets. At various corners throughout the city are letter-boxes, and letters are delivered by letter-carriers several times a day. The Post-office is open from 6 A. M. to 9 P. M. Sundays, general delivery, carriers, and box department and stamp department, open 9 A. M. to 12 M. Money order and register department, 9 A. M. to 4 P. M., Sundays excepted.

Postage and Money Order Rates.

Letters.—Domestic, 2 cents per $\frac{1}{2}$ ounce; Foreign, 5 cents per $\frac{1}{2}$ ounce.

Transient Newspapers, Magazines, or Periodicals issued monthly.—Domestic, 1 cent for 4 ounces; Foreign, 1 cent for 2 ounces. Domestic must be registered as second-class matter.

Books and other Printed Matter.—Domestic, 1 cent for 2 ounces; Foreign, 1 cent for 2 ounces.

Merchandise and Samples.—Domestic, 1 cent for 1 ounce.

Registration.—Domestic, 10 cents; Foreign, 10 cents.

Samples of Merchandise for Canada cost 10 cents for 8 ounces, and must have no saleable value. Other Canadian Postal Rates are generally the same as the Domestic rates of the United States.

Domestic Money Orders.—8 cents for \$10; 10 cents above \$10 to \$15; 15 cents above \$15 to \$30; 20 cents above \$30 to \$40; 25 cents above \$40 to \$50; 30 cents above \$50 to \$60; 35 cents above \$60 to \$70; 40 cents above \$70 to \$80; 45 cents above \$80 to \$100.

Foreign Money Orders, Great Britain and Ireland.—\$4.87 to pound sterling. For \$10 or less, 25 cents; over \$10, but not over \$20, 50 cents; over \$20, but not over \$30, 70 cents; over \$30, but not over \$40, 85 cents; over \$40, but not over \$50, \$1.
 Other European Countries.—No exceeding \$10, 15 cents; \$10, but not over \$20, 30 cents; \$30, but not over \$40, 60 cents; \$40, but not over \$50, 75 cents.

PRODUCE EXCHANGE.

On Magazine street, near Natchez alley. For admission apply to Janitor.

Until the year 1883 New Orleans had no regular Produce Exchange building, and then the present edifice was erected by the combination of the dealers in Western produce. The old St. James Hotel was purchased, and the present spacious Exchange building erected in the rear. This hall is lofty and well lighted, and here at all hours of the day the produce merchants congregate for business.

PUBLIC HALLS.

Odd Fellows' Hall.

Camp street, opposite Lafayette Square. Take Camp or Magazine street cars on Canal street.

The Odd Fellows' Hall is small, but conveniently arranged for balls and concerts. The walls are frescoed with symbols of their order, and have a pleasing effect. In 1875, when rival factions were contending for supremacy in Louisiana, and the State was blessed with two Governors, two sets of State officials, and two Legislatures, one of the Governments (Democratic) made this hall their capitol. Above the hall are the various lodge rooms of the Odd Fellows' Society.

Masonic Hall.

On St. Charles street corner of Perdido street, four squares from Canal street.

The Masonic Hall is a small hall now used by the Masons, pending the construction of a larger hall on Lee Circle, the foundations of which have already been laid. This hall is used for public balls and concerts, and above is the room of the Grand Lodge of the State, and the various subordinate lodges.

Washington Artillery Hall.

On St. Charles street between Girod and Julia streets. Take cars on St. Charles street to door, seven squares from Canal street.

The Washington Artillery Hall, formerly the Exposition Hall, occupies the upper part of the Washington Artillery Armory. The hall proper, 81 x 170 feet, extends half way through the block and forms an immense ball room, in the rear of which is another ball room equally as large, the whole giving perhaps, the largest ball room space in the Union. This ball

room has a white and gold colonnade on each side, is frescoed and is used for balls, concerts, and public meetings. On Mardi Gras night the King's ball takes place here and the rear room is transformed into a throne room for his Majesty Rex.

RACES.

The races take place at the Fair Grounds near Esplanade street. Take Esplanade street cars on Canal street, or at Clay Statue the Dumaine street cars. By carriage the route is via Broad or Esplanade streets, thence by Gentilly Road to main gate by which vehicles enter the grounds.

The races take place in the Spring and Autumn, at the Fair Grounds, under the auspices of Louisiana Jockey Club and are always well attended by fashion and sporting amateurs. The various stables of the North and West meet here annually and great pains are taken to hold fair and honest races. The course is oval and perfectly flat, and sometimes the track on account of the soil, is very heavy. The Grand Stand is a large wooden building, commanding a good view of the course from starting point to finishing post, and is capable of accommodating a large crowd. The stables are directly in front of the Grand Stand and slightly concealed by several large live oaks. Adjoining the course is the Jockey Club House (see Jockey Club) with an entrance drive from the race course.

RAILROAD DEPOTS.

GREAT JACKSON ROUTE, (Illinois Central R. R.).—Commonly called the "Jackson Railroad Depot," corner Calliope and Magnolia streets. Take, at the Clay statue, the Jackson street and Bourbon street (red) cars.

LOUISVILLE & NASHVILLE ROUTE.—Commonly known as the "Mobile Depot," on the Levee at the head of Canal street. Take, on Canal street, the Coliseum (green) cars, or the Claiborne street or Common street (orange) cars.

STAR AND CRESCENT ROUTE, (Morgan's Louisiana & Texas R. R.).—Commonly known as the "Morgan Depot," on the Levee at the head of Esplanade street and Elysian Fields street. On Canal street take, at the corner of Carondelet or Bourbon streets, the Bourbon street (red) cars, or on Canal street, in front of the Custom House, the Levee and Barracks (green) cars.

QUEEN AND CRESCENT ROUTE.—Popularly called the "Northeastern Depot," on the Levee, near St. Ferdinand street. On Canal street, in front of the Custom House, take the Levee and Barracks (green) cars to rear end of depot on Chartres street, near St. Ferdinand street.

MISSISSIPPI VALLEY RAILROAD, (Louisville, N. O. & Texas R. R.).—Called the "Mississippi Valley Depot," corner Poydras and Howard

streets. Take the Coliseum street cars (green) on Canal street, or, at the corner of Canal and Baronne streets, the Baronne street cars (green or red) on the corner of Poydras street, then walk out Poydras street five or six squares toward the rear of the city.

TEXAS PACIFIC ROUTE.—Also called the "New Orleans Pacific or Goldsboro' Depot," on the Levee, at the head of Terpsichore street. Take, at the corner of Canal and Chartres streets, the Terpsichore street (green) cars to Terpsichore street, then walk three blocks to the river.

PONTCHARTRAIN RAILROAD.—Known as the "Old Lake, or Lake Pontchartrain Depot," on Elysian Fields street, near the Levee. Take, at the corner of Canal and Carondelet, or Bourbon streets, the Bourbon street (red) cars to end of route.

SHELL BEACH RAILROAD.—Depot corner of Elysian Fields and Goodchildren streets. On Canal street take the Claiborne street (orange) cars.

WEST END RAILROAD.—"West End (or New Lake) Depot," corner Canal and Carondelet streets.

SPANISH FORT RAILROAD.—"Spanish Fort Depot," corner Basin and Canal streets.

SCHOOLS.

Education in Louisiana is not as advanced as in other States, and the census of illiteracy, on account of its large black population, in this State, shows that out of a total population ten years of age and upwards, 297,312 (45.8 per cent.) were unable to read, and 318,380 (49.1 per cent.) were unable to write. Although this is an unfavorable showing, still the people in general are well educated, and compare well on that point with those of other States. Private schools, both religious and secular, are numerous and are well patronized. The Public Schools in this State are under the supervision of a Superintendent of Public Education elected at the general election. The management of the schools is confined to parish (county) boards, who appoint a superintendent. A school tax is levied and apportioned to each parish board, per capita, according to the number of educable children in each parish. A parish school tax and a poll tax are also levied for support of the schools, and the City of New Orleans contributes \$185,000 annually toward the support of the public schools of the city. Through the aid of the McDonough Fund, some eighteen large school-houses have been erected, and the city provides the other school houses, which number in all, fifty-two. According to the census of 1880, the school population of the city (six to eighteen years of age), was 61,456. In 1884, only 17,000 of these were enrolled in the public schools. The colored population have separate schools, with facilities and teachers equal to the white schools, and are well attended by col-

ored children. The McDonough School, on Baronne street, is a fine and good specimen to visit.

SLAUGHTER HOUSES.

On the river front, below the city. Take Rampart and Dauphine street cars on Canal street to Slaughter Houses.

The Slaughter Houses or "Abatoirs," as they are called, were located at the lower end of the city and just outside of the city limits to avoid heavy taxation. They consist of a series of open sheds where all the city butchering is done every afternoon at 3 o'clock. Adjacent to the Slaughter Houses are the pens where cattle are sold. Most of the cattle received and butchered here for the city consumption come from Texas, and but little corn-fed beef is sold. The butchering business is monopolized by Gascons, who speak among themselves a jargon of French, Spanish, and English combined. A walk through the abatoirs, although dirty, is quite interesting to strangers; an inspection of the sheds will show what an immense number of cattle is necessary to feed a large city.

SOCIETIES.

There are in the city a great many benevolent societies, which, in times of great epidemics, nobly come to the relief of their fellowmen. The different nationalities are also organized into societies, which have always a large membership and full treasury. Among the most noted organizations are the following—for the others consult the City Directory:

MASONS.—Masonic Hall, corner St. Charles and Perdido streets.

ODD FELLOWS.—Odd Fellows' Hall, Camp street, opposite Lafayette Square.

KNIGHTS OF PYTHIAS.—Baronne street, near Canal street.

KNIGHTS OF HONOR.—Pelican Benevolent Society, New Lusitanos Society, Spanish Benevolent Society, Druids, Hibernian Society, Italian Society, Slavonic Society, Portuguese Society.

SUGAR TRADE.

Louisiana, prior to the late civil war, produced annually a crop of about four hundred thousand hogsheads of sugar (each hogshead weighing 1,000 pounds), but the crop has diminished so much that now it hardly ever reaches one-half of that amount. The reduction of the tariff on foreign sugar, the constant agitation of further reductions, the abolition of slavery, together with the bad levees along the river, the increased cost of production, and low prices, have nearly annihilated this important crop, and to such an extent that Louisiana may, in after years, cease to be the "Sugar Bowl" of the Union.

SUGAR PLANTING.

Sugar, in Louisiana, is produced from the ribbon cane, a hardy species of violet and yellow cane, that is able to stand the early frosts. The plantations are mostly situated along the river or bayou fronts, so as to obtain good drainage, so essential to the profitable cultivation of cane. The culture is a forced one and was introduced during Spanish times by the Jesuit priests to supplant indigo, which, until then, had been the principal crop of the colony, and which now, strange to say, has disappeared and is unknown. A few years later, Mr. Etienne de Boré put the sugar cane cultivation into practice on the site of the present "World's Exposition," and ground the first crop, making a raw article of sugar. Cane is planted in rows from joints of the cane itself in the fall and spring, and in March it sends forth little shoots which resemble corn. This plant obtains, with careful weeding and cultivation, a height of about seven feet, and is ripe for cutting in October.

SUGAR GRINDING.

The cane is cut and hauled in mule carts to the sugar mills, where it is thrown on a cane carrier and conveyed to a set of huge rollers, turned by steam, through which the cane passes, and the juice is extracted by pressure. The juice, a milkish white liquid, with a peculiar fresh sweet odor, is purified with lime and the fumes of sulphur, is then boiled in a series of mammoth open iron kettles, until it reaches the granulating point. It is then conveyed to large vats, called coolers, and left there to cool and granulate into sugar. After a few days this mass of cooked juice, which has become sugar is carried to the purgery and packed in hogsheads of a thousand pounds each. After draining off in the purgery all the molasses mixed in with the sugar the article is ready for the market as brown sugar. White sugars are produced by several different processes in refineries, and all the large plantations have machinery for producing such grades of sugar.

SUGAR SHEDS.

On the Levee, between Customhouse and Toulouse streets.

To protect the crop of sugar from the weather and to handle it properly large warehouse sheds were erected on the Levee, a few years ago, by a company. These sheds are open on all sides and the floors are constructed to drain to a centre, so as to gather all the molasses draining from the hogsheads.

SUGAR EXCHANGE.

Levee, corner Bienville street.

The Sugar Exchange was organized in 1883, and has recently built an elegant Exchange, fitted with all modern conveniences. The Exchange is

useful in gathering information about the sugar crop and giving timely weather indications of early frosts and ice to planters.

TIME SIGNALS.

On the city bells time signals are sounded daily by electricity from the City Hall.

Two blows for 6 o'clock A. M.

Two blows for 12 o'clock M.

Four blows for 1 o'clock P. M.

Nine blows for 9 o'clock P. M.

On Sundays only one blow for 12 o'clock M.

UNIVERSITY.

TULANE UNIVERSITY OF LOUISIANA.

On Common street, between Baronne and Dryades streets, one square from Canal street.

The University of Louisiana occupies the three imposing Grecian buildings on Common street, and is divided into three departments, the Law, Medical, and Academical, each presided over by a dean. Paul Tulane, a wealthy retired merchant, has recently given a large amount of property to the cause of education, and the University has been placed under the control of a Board of Managers, and is now called the "Tulane University of Louisiana." Among the distinguished professors of the Medical Department was the late Dr. Warren Stone, known as one of the most eminent surgeons of the United States. The present faculty is composed of Dr. Richardson (the dean), Dr. Joseph Jones, the well known chemist, and other distinguished physicians. As the Medical Department is connected with the Charity Hospital, where students are enabled to have excellent facilities for practical studies. It is considered, after Jefferson College of Philadelphia, to be the best medical school in America. A museum of Anatomy is on the second floor of the centre building, to which access can be had at any time on applying to the janitor. A library is in process of foundation, destined to be a useful collection.

FOUNDATION OF THE UNIVERSITY.

The Tulane University came into existence as such by operation of law in July, 1884. In the year 1882, Mr. Paul Tulane, of Princeton, N. J., made a donation of his real estate in the City of New Orleans to seventeen administrators, chosen by himself, for the purpose of aiding the higher education of the white youth of Louisiana. The original donation yielded an income of some \$35,000 per annum, which has been doubled by subsequent gifts from the same benefactor.

"Mr. Tulane, the munificent patron of education in this State, was a native of New Jersey, and came in 1822 to New Orleans, where he was en-

gaged in business as a merchant for fifty years. His whole heart and all his sympathies were with the city of his adoption, where his name stands as the most honored of her citizens. In 1884, by a contract with the State of Louisiana, the administrators of the Tulane Educational Fund became the administrators of the University of Louisiana in perpetuity, agreeing to devote their income to its development, and to establish thereon the Tulane University of Louisiana.

MEDICAL DEPARTMENT.

The Medical Department of the University is in the fifty-first year of its existence, and has the greatest prestige throughout the Southern States, not only for the ability and distinction of its professors, but for its unsurpassed means of teaching. It has the great Charity Hospital, with its 700 beds and 6,000 patients annually, as its school of practical instruction. In 1883-84, 212 students attended the Medical Department. Candidates for graduation are required to be 21 years of age; to have studied three years, to have attended two courses of lectures, and to pass a satisfactory examination. The Administrators of the Charity Hospital elect every year fourteen resident students, who are maintained by the institution. Vacancies are filled by competitive examination. Dr. T. G. Richardson has for twenty-five years been dean of the faculty. It has seven professors and two lecturers.

LAW DEPARTMENT.

The law department was organized in 1847. It has numbered among its professors the most distinguished lawyers of the State, and though unendowed, a chair in its faculty is esteemed one of the highest honors open to the profession in Louisiana. While the civil law is taught in some other institutions from the amateur stand-point, here, as the basis of the whole legal superstructure and machinery of the State—as the foundation of its civil code and jurisdiction, it is treated as a living organization, not as a fossil remain. Those who wish to breathe the spirit of the civil law are apt to seek it here. The State Library, a very valuable collection of about 26,000 volumes, is deposited in the Law building and accessible to the students. The Hon. Randell Hunt, LL. D., long connected with the Law Department and late President of the University of Louisiana, has been elected Emeritus Rector of the Law Department. Prof. W. F. Mellen is its dean, and the faculty is four in number, including the above named professors.

ACADEMICAL DEPARTMENT.

The Academical Department of the University of Louisiana opened in the autumn of 1878. It received an annuity of \$10,000 from the State, and has met with excellent success for its limited means. In 1883-84, 212 students attended the Academical Department, two-thirds of whom were in the High School. During its existence it was enriched by a gift from Mr. Paul Tulane of the handsome building, formerly known as the Mechanics Insti-

tute, but more recently as Tulane Hall. It had five professors, namely, of Latin, Greek, French, German, and Spanish, and one of Mathematics and one of Physics. Prof. R. H. Jessee was Dean of the Faculty until its absorption into Tulane University, when the office became extinct. The administrators of Tulane University have added to the faculty a chair of history and political science, filled by the President, and chairs of metaphysics, English, chemistry, applied chemistry, and drawing.

Col. Wm. Preston Johnston, President of the Louisiana State University, and Agricultural and Mechanical College, at Baton Rouge, was elected President in 1883, and authorized to organize an institution of learning under the terms of Mr. Tulane's donation. The acquisition of the University of Louisiana, with its franchises and valuable building, gave practical shape to the purposes of the Tulane Board, and supplied the foundation on which to establish a University. It has now thirteen chairs in the University proper, besides the High School Faculty, with a head master, and five assistant Professors and a number of instructors. The physical apparatus, largely optical and electrical, is the most expensive and best selected in the South, and the teaching is in great part by laboratory work. It is hoped that the chemical laboratories will in a short time be put in an equal state of efficiency, and that development will be attained in the sugar manufacture and other industries of the State through the influence of work here.

The line between university work and collegiate or academic work is sharply drawn. The former is elective and of the most advanced character; the latter is embraced in a series of equivalent curriculums, extending through seven years, three in the high school and four in college, all leading to the degree of Bachelor of Arts, with or without distinction, according to attainments.

The fees for admission to any part of the Academic Department are \$50 per annum.

MANUAL TRAINING SCHOOL.

A manual training school has been established, at a cost for outfit, exclusive of ground or buildings, of \$24,000. It is considered as the workshop or laboratory of the mechanical course of the high school for technical training; but other students are admitted to it on easy conditions. It is not intended to teach trades to the young men, but to make them experts in the principles and handicraft of wood-working, iron-working, and machine construction. The appliances are as perfect and the scheme of instruction as complete as in any institution in the United States. The effort will be made to dignify and elevate labor without interfering with more abstract pursuits. No revolution is aimed at, but rather normal expansion and development in the cultivation recognized, and valuable mental and physical functions and activities.

LIBRARY.

The libraries of the University, besides the State Library already mentioned, contain about 10,000 volumes, and are open to the public, with a certain fund for increase of some \$2,000 per annum. The largest hospitality is extended to book lovers and readers. The fees for admission to any part of the Academic Department will be \$50 per annum.

URSULINE CONVENT.

North Peters street, near Poland street. Take Rampart and Dauphine street cars on Canal street, or Levee cars in front of the Custom House to rear gate of Convent. Admission at inside gate.

The Ursuline Convent occupies a large tract of land, on which are erected several buildings, connected with each other, and with a chapel at the lower end. The main building faces the river, and being very long and painted white, is a prominent landmark. The Convent, surrounded by gardens and groves of large oak and pecan trees, is a pleasant and favorite educational establishment with the Creoles. The Ursuline nuns of to-day, being a cloistered order (named in honor of St. Ursula), never leave their convent, but devote themselves entirely to the education of young ladies committed to their charge. This school is considered an excellent French school. A grating separates the inmates from the outside world, and some of the nuns who reside here never, since their entrance into the order, have been outside the convent walls; one of these nuns has been in this convent over fifty years. The Ursulines were the pioneers of the religious orders in Louisiana, and the history of their advent is interesting, as it dates almost from the first settlement of the colony.

Bienville, the founder of the City of New Orleans, in 1718, soon decided he must have some one to educate the girls of his colony. He consulted Father Beaubois, a superior of the Jesuits, who had recently arrived, as to what he should do. The zealous Father suggested the Ursulines of Rouen as likely to be able to supply religious teachers, and to them application was immediately made. As a result of this effort, a lady bearing the singular name of Tranchepain (slice of bread), a converted Protestant and a professed Ursuline, left France with nine professed companions, one novice and two servants, in the ship Gironde, from Port L'Orient, February 22d, 1727.

The Gironde was provisioned as for a siege, but the accommodations for passengers were wretched. During the voyage they encountered terrific storms, were even pursued by corsairs, and at one time all the ladies except the nuns had to assume male attire and man the ship to save her from pirates. The ship, after meeting with fearful winds in the Caribbean Sea, being stranded on Dauphine Island, and losing nearly all her cargo,

reached Louisiana in July. She probably entered the Mississippi river through the "Horse" Pass, or as it was then called, Pass Sanolle.

At the Balize the travellers were transferred to pirogues, their trunks being stowed in the centre of them. At night, as they voyaged up the river, they went ashore and slept, when permitted by the devouring mosquitoes. The voyage from France had consumed six months, and their friends in New Orleans supposed they had perished at sea. After fifteen days of river journeying they reached the scene of their future arduous and zealous labors, the village of New Orleans at this time presenting no better aspect than that of a vast sink or sewer. It was surrounded by a large ditch and fenced in with sharp stakes wedged close together. Tall reeds and coarse grasses grew in the streets, and within a stone's throw of the church which stood on the same block, but in the rear of the present Cathedral, reptiles croaked and malefactors and wild beasts lurked in the centre of the town, protected by impenetrable jungle. A picture of the landing of the Ursuline nuns represents the religious in procession received by Father Beaubois, who presents to them the Capuchin pastors of the place, and points out the Indian and the negroes, their future charges. The Ursuline novice stands a little back facing the church; a negress, with a baby in her arms, regards the group with awe and wonderment. A beautiful squaw, decked with beads and shells, and surrounded by plump papooses, half reclines on some logs, while a Congo negro looks on from his seat on a wood pile. A young girl, Claude Massey, has a cat in her arms, one she has brought from France, and is doubtless the original of all the feline species in Louisiana. Claude is standing near "Sister Anne;" both are dressed as Norman peasants; several Jesuits and Capuchins appear in the distance. The whole group is overshadowed by immense trees heavily draped with moss.

When the first greeting was over the nuns and their companions were conducted to the church, and thence to Bienville's country house, which he generously offered, as the monastery, which was being built, was not completed. Bienville's house occupied the square now bounded by Decatur, Bienville, Customhouse and Chartres streets. It was two stories high, with a flat roof, which could be used as a belvedere. It had many windows which were covered with thin linen instead of having sash of glass. The ground about the house was cleared, but the establishment was in the depth of the forest.

Almost immediately the nuns began to instruct the Indians and the negroes, and to care for the sick. They received under their protection the orphans of the French recently massacred at Natchez, also the "Filles-à-la-Cassette," or casket girls, several installments of which the King of France sent over to provide wives for the colonists. The nuns soon found Gov. Bienville's house too small and removed to a plantation which had

been given them by the "Indian Company," where they erected buildings, which were destroyed by fire in 1788. Their extensive buildings at this date were located on the property through which passes the present Ursulines street; their schools, hospital, chapel, and domicile were built on the squares adjacent to this street.

The first reinforcements to the order came from France in 1734. From these small beginnings the Ursuline nuns have, for over 150 years, steadily pursued their onward career of helpfulness. The present home of the archbishop and some few buildings are among the relics of this worthy order. From these buildings on Chartres street they removed to their present spacious property about fifty years ago.

WARD DIVISIONS.

First District.

FIRST WARD.—From the Mississippi River, along the centre of Thalia street to the intersection of Claiborne Canal, and thence along the centre of Claiborne Canal to the centre of Felicity road, thence along the centre of Felicity road to the Mississippi River, and thence along the Mississippi River to the point of departure.

SECOND WARD.—From the Mississippi River, along the centre of Julia street to the New Canal, and thence along the centre of New Canal to Carrollton avenue, and thence along the centre of Carrollton avenue to the centre of Melpomene Canal, and thence along the centre of Melpomene Canal to the centre of Claiborne Canal, and thence along the centre of Claiborne Canal to the centre of Thalia street, and thence along the centre of Thalia street to the Mississippi River, and thence along the Mississippi River to the point of departure.

THIRD WARD.—From the Mississippi River, along the centre of Canal street to the old Metairie road, and thence along the centre of the old Metairie road to the centre of the New Canal, and thence along the centre of the New Canal to the centre of Rampart street, and thence along the centre of Rampart street to the centre of Julia street, and thence along the centre of Julia street to the Mississippi River, and thence along the Mississippi River to the point of departure.

Second District.

FOURTH WARD.—From the Mississippi River, along the centre of Canal street, and thence along the centre of Canal street to the old Metairie road, thence along the centre of the old Metairie road to New Canal, thence along the centre of New Canal to Lake Pontchartrain, thence along Lake Pontchartrain to Orleans Canal, thence along the centre of Orleans Canal to the Metairie road, thence along the centre of the old Metairie road to St. Louis street, thence along the centre of St. Louis street to the Mississippi River, thence to the point of departure.

FIFTH WARD.—From the Mississippi River, along the centre of St. Louis street to the old Metairie road, to the centre of Orleans Canal, thence along the centre of said canal to Lake Pontchartrain, thence along Lake shore to Bayou St. John, thence along the centre of Bayou St. John to St. Philip street, thence along the centre of St. Philip street to the Mississippi River, thence to the point of departure.

SIXTH WARD.—From the Mississippi River along the centre of St. Philip street to Bayou St. John, and thence along the centre of Bayou St. John to Esplanade street, thence along the centre of Esplanade street to the Mississippi River, thence to the point of departure.

Third District.

SEVENTH WARD.—From the Mississippi River along the centre of Esplanade street to the Bayou St. John, and thence along the centre of Bayou St. John and cut off to Lake Pontchartrain, and thence along Lake Pontchartrain to Elysian Fields street, and thence along the centre of Elysian Fields street to point of departure.

EIGHTH WARD.—From the Mississippi River along the centre of Elysian Fields street to Lake Pontchartrain, thence along Lake Pontchartrain to People's avenue, and thence along the centre of People's avenue to Lafayette avenue, and thence along the centre Lafayette avenue to the Mississippi River, and thence along the Mississippi River to the point of departure.

NINTH WARD.—From the Mississippi River along the centre of Lafayette avenue to the centre of People's avenue, and thence along the centre of People's avenue to Lake Pontchartrain, and thence along Lake Pontchartrain to the Rigolets, and thence along the Rigolets to Lake Borgne, and thence along Lake Borgne to Bayou Bienvenu, and thence along Bayou Bienvenu to the Fisherman's canal, and thence along the Fisherman's canal to the line of the south side of Florida Walk, and thence along said line of Florida Walk to the lower line of the United States Barracks, and thence along the lower line of the United States Barracks to the Mississippi River, and thence along the Mississippi River to the point of departure.

Fourth District.

TENTH WARD.—From the Mississippi River along the centre of the Felicity road to the Melpomene canal, and thence along the centre of the Melpomene canal to its intersection with First street, and thence along the centre of First street to the Mississippi River, and thence along the Mississippi River to the point of departure.

ELEVENTH WARD.—From the Mississippi River along the centre of First street to the Melpomene tail-race, and thence along the centre of the Melpomene tail-race to Toledano street, and thence along the centre of Toledano street to the Mississippi River, and thence along the Mississippi River to the point of departure.

Fifth District (Algiers).

The Fifth District of the City of New Orleans, comprising the Fifteenth Ward is situated on the right Bank of the Mississippi River, and is bounded by a line established by the State Engineer, beginning at a point near the river bank opposite Ptolemy street, thence running as follows, to wit: south $42^{\circ} 30'$, east 4 miles and about 1,080 feet. South $3^{\circ} 10'$, west about 620 feet. Thence along the back line of properties. South 57° , east $2143' 4''$. North $2^{\circ} 45'$, east $1910' 7''$. South $53^{\circ} 30'$, east $5162' 2''$. North $6^{\circ} 15'$, east $4932' 7''$ to township line, 1 mile, $138' 9\frac{3}{4}''$. South 76° , east $311' 4\frac{1}{2}''$ to township line, $445' 10''$. South 72° , east $947' 9\frac{1}{2}''$. South $65^{\circ} 30'$, east $955'$ to range line, $1337' 8''$. South $83\frac{1}{2}^{\circ}$, east $860' 6''$. North $61^{\circ} 7'$, east $524' 7''$, to range line $1336' 6''$. South $81^{\circ} 15'$, east $2368' 6''$, to range line $4383' 7''$. South $61^{\circ} 53'$, east $1\frac{1}{2}$ miles and $277' 2''$. South $31^{\circ} 35'$, east $1\frac{1}{2}$ miles and $2163'$ lower line of Jeanne Lasales, thence up the Mississippi River to point of departure.

Sixth District.

TWELFTH WARD.—From the Mississippi River, along the centre of Toledano street to Broad street, thence along the centre of Broad street to Napoleon avenue, and thence along the centre of Napoleon avenue to the Mississippi River, and thence along the Mississippi River to the point of departure.

THIRTEENTH WARD.—From the Mississippi River along the centre of Napoleon avenue to Broad street, thence along the centre of Broad street to Peters avenue, thence along the centre of Peters avenue to the Mississippi River, thence along the Mississippi River to the point of departure.

FOURTEENTH WARD.—From the Mississippi River, along the centre of Peters avenue to Broad street, and thence along the centre of Broad street to Toledano street, and thence along the centre of Toledano street to the Melpomene tail-race, and thence along the centre of Melpomene tail-race to Lower Line street, and thence along the centre of Lower Line street to the Mississippi River, and thence along the Mississippi River to the point of departure.

Seventh District.

SIXTEENTH WARD.—From the Mississippi River, along the centre of Lower Line street to the Melpomene tail-race, and thence along the centre Melpomene tail-race to Carrollton avenue, thence along the centre of Carrollton avenue to the Mississippi River, thence along the Mississippi River to the point of departure.

SEVENTEENTH WARD.—From the Mississippi River, along the centre of Carrollton avenue to the New Canal, thence along the centre of New Canal to Lake Pontchartrain, thence along Lake Pontchartrain to the Upper Line Canal, thence along the centre of the Upper Line Canal and Upper Line street to the Mississippi River, and thence along the Mississippi River to the point of departure.

WATERWORKS.

On St. Peters street between Orange and Richard streets. Take Tchoupitoulas street cars to Orange street.

The system of water supply for New Orleans is very deficient, and attempts for improvement are constantly made by the Water Works Co., a private corporation. The water is pumped from the Mississippi river (which is often extremely muddy) into a stand-pipe and reservoir for distributing throughout the city. Owing to the muddiness of the water, it is comparatively little used except for cleaning streets and extinguishing fires, the inhabitants preferring rain water for drinking purposes. In all yards, large cisterns are to be seen, and on these the inhabitants on the outskirts of the city entirely depend for water supply.

OUTLINES OF THE HISTORY OF LOUISIANA

AND OF THE CITY OF NEW ORLEANS.

IT is often said that Paris is France, and it may also be said that New Orleans is Louisiana, for the history of the city is the history of the State. As in France, the chief city is not only the financial and commercial centre, but also the political centre. Therefore, in giving the following short historical review, the history of the State and city are blended into one.

DISCOVERY OF LOUISIANA.

The first mention of Louisiana, and of the Mississippi River being traversed by white men, is in 1536, when a remnant of the ill-starred expedition of the Spaniards, under Pamphilo de Narvaez, in the vain attempt to conquer Florida and seek for gold, escaped in this direction to the Pacific. Narvaez had been put in command of the territory extending west to the River of Palms, probably Colorado, further west than that afterwards included in Louisiana.

Notwithstanding the failure of Narvaez, other adventurers were ready to follow; in 1537, Fernando de Soto, a native of Xeres, Spain, the favorite companion of Pizarro in the conquest of Peru, sought and obtained at Valladolid, from Charles V., permission to conquer Florida at his own cost. Landing on that coast on May 31, 1539, his well appointed army was almost annihilated before he reached the Mississippi, two years later. In May, 1542, DeSoto died at the mouth of Red River, and, according to tradition, was buried in the waters of the Mississippi River. The miserable remnant of the expedition descended the Mississippi to the Gulf in July, 1543, after enduring great hardships and privations. Thus does the discovery of the Father of Waters belong to the Spaniards, and no record of other white men visiting it for one hundred and thirty years is in existence.

In 1673, Father Marquette, a missionary monk, and the Sieur Joliet, from Picardy, France, with a small party from the French possessions of Canada, entered the upper Mississippi, descended it to a point below the mouth of the Arkansas and returned.

FRENCH TAKE POSSESSION.

In 1682, Robert Cavalier de la Salle, then of Fort Frontenac, Lake Ontario, was the next to descend the great river in company with Chevalier

Henry de Tonti, an Italian veteran officer, under the patronage of Louis XIV. On the 9th of April, 1682, LaSalle halted on the banks of the Mississippi, above the head of the passes, erected a cross, and, calling a notary to witness, he took solemn possession of the country in the name of his sovereign Louis XIV, king of France, and named it after him LOUISIANA. To a column which he erected was affixed this inscription:

Louis le Grand, Roi de France et de Navarre, Règne;
le neuvième Avril, 1682.

A salute was fired, and the whole company shouted "Vive le Roi!" At the foot of a tree was buried a leaden plate, on which was engraved the arms of France and the following Latin inscription:

Ludovicus Magnus regnat
Nono Aprilis CIOICLXXXII

*Robertus Cavalier, cum Domino de Tonty, Legate R. P. Zenobio membre Recollecto, et vigenti Gallis, Primus hoc flumen, Inde ab Illineorum pago, enavigavit, ejusque ostium fecit per viam.**

Nono Aprilis anni. CIOICLXXXII.

LOUISIANA SETTLED BY THE FRENCH.

In January, 1699, an expedition composed of three hundred men was sent out to colonize Louisiana. The expedition was commanded by Iberville, and with him were his two brothers, Sauvolle and Bienville, all sons of Charles Lemoyne. A landing was made on the Bay of Biloxi, and a fort built on a small point of land that extends out into the bay. In February, Iberville and his brother, Bienville, accompanied by Father Athanase, who had formerly been with La Salle, went in small boats to the Mississippi, which they ascended first to the village of the Bayagoulas, where these Indians handed them letters and other relics of La Salle and Tonti; thence to Pointe Coupée, which they named, and to the mouth of Red River. Returning, they traversed Lakes Maurepas and Pontchartrain, naming one after Count Maurepas, who held office under their sovereign (and afterwards under Louis XV. and Louis XVI.), and the other after Count Pontchartrain, who was the Minister of Marine. On December 7th of the same year, another fleet arrived, bringing letters appointing Sauvolle as the first Governor of the Colony, and Bienville as the first Lieutenant-Governor. In 1701, Governor Sauvolle died of fever, and was succeeded by Bienville. On the 14th September, 1712, Louis XIV. granted to Anthony Crozat a charter for fifteen years, with the exclusive commerce of the whole Province, from the Gulf to the great Lakes, and

*In the reign of Louis the Great, 9th April, 1682, Robert Cavalier, with Seigneur de Tonti, Reverend Father Zenobio, member of the Recollect order and twenty Frenchmen, first navigated this river from the village of the Illinois and made the passage of the mouth, 9th April, 1682.

from the Alleghany Mountains to the Rocky Mountains on the West. By the terms of the charter, Crozat was to send every year to Louisiana two ship loads of colonists, and, after nine years, to assume all the expenses of the Colonial administration, including those of the army, in consideration of which he was to have the privilege of nominating the officers to be appointed by the King. In 1717, Crozat, finding this colonial scheme a failure, voluntarily surrendered his charter to the King. On the 13th of August, 1717, a Council of State was held at Versailles, presided over by the Duke of Orleans, Regent of France during the minority of Louis XV., at which it was decided that, as the colonization of Louisiana was a commercial undertaking, it should be confided to a company, and then a charter was granted and registered by the Parliament of Paris on the 6th of September, 1717, under the name of the Company of the Indies. To this Mississippi Company, as it was sometimes called, was granted the exclusive privilege of trading with Louisiana during twenty-five years, to administer the colony, appoint officers, and maintain an army. Its leading spirit was John Law, a smart and scheming Scotchman, long domiciled in Paris. All the lands, coasts, harbors, and islands in Louisiana were granted to the company on the condition of furnishing to every King of France, on his accession to the throne, a crown of gold of the weight of thirty marks. Louisiana was supposed to be a Garden of Eden, with the most useful fruits, and a new Eldorado, teeming with mines of gold, silver, and precious stones. As such, the Province was placed before the public, and vast sums of money were invested in the shares of the company, with the expectation of a rich harvest of dividends. Mal-administration, disease, wars with the Indians, caused the scheme to result in a failure, and the Mississippi bubble bursted, scattering ruin on all sides. On the 15th of November, 1731, the Mississippi Company, finding the colony not a success, after existing fourteen years, surrendered their charter to the King.

FOUNDATION OF NEW ORLEANS.

Sailing along the shores of Lake Pontchartrain, in 1718, Bienville discovered the small stream now called Bayou St. John, and ascending it encamped for the night on the Metairie Ridge. The tract of country lying between the headwaters of Bayou St. John and the banks of the Mississippi River was selected as the site of the future city. This space was then covered with a primitive forest, and, owing to the annual inundations of the river, was swampy and marshy and cut up with a thousand small ravines and pools of stagnant water when the river was low. Bienville and fifty soldiers started to clear the ground of its primitive growth, and, unmolested by the Indians, whose sole representative was an old Indian woman, who sang an uncouth chant. "The Spirit tells me," she sang, "that the time will come when, between the river and the lake, there will be as

many dwellings for the white men as there are trees standing now. The haunts of the red man are doomed, and faint recollections and traditions concerning the very existence of his race will float dimly over the memory of his successors, as unsubstantial, as vague and obscure as the mist which shrouds, on a winter morning, the bed of the Father of Waters." Bien-ville undoubtedly chose the site on the narrowest strip of land between the river and the lake, hoping that some day in the future the capital would have a lake and river front. Two plans for the city seem to have been executed, one in 1719 by De la Tour, Chief Engineer of the Province, and the other by De Pauger, a royal engineer employed by the Western Company. The land was laid off into sixty-six squares of three hundred feet each eleven squares in length along the river and six in depth. The squares were separated by streets and were each divided into twelve lots, of which ten had sixty feet front by one hundred and fifty feet in depth. The lots were divided among the resident population. In 1719, an inundation drove the inhabitants from the infant city, and for a time it was abandoned. In 1722, it became the capital of the colony, and at that time contained two hundred inhabitants, and the buildings consisted of about one hundred log cabins, placed without much order, a large wooden warehouse, two or three dwellings, and a storehouse which served as a chapel. The whole city was surrounded by a large ditch, and fenced in with sharp stakes wedged close together. In 1727, Gov. Perier built in front of the city a levee or embankment, eighteen hundred yards in length and eighteen feet in width on top, which served to protect the city from the annual overflows of the Mississippi River.

LOUISIANA CEDED TO SPAIN.

The colony of Louisiana continued for several years to belong to France until Louis XV., in return for her services as an ally during the French and Indian War, ceded Louisiana to Spain, by an act of donation at Fontainebleau of 1762. This cession was accepted by Spain, and De Ulloa was sent out as Governor to receive the transfer of the colony. The cession of the country was violently opposed by the colonists, and De Ulloa never formally took possession, but departed with his troops, after contenting himself with only hoisting the Spanish flag on the fort at Balize and remaining there sometime. The state of affairs was reported to the Spanish king, Charles III., and his council, led by the Duke of Alba, decided on taking the colony by force. A second expedition, consisting of twenty-four men of war with a large force of troops commanded by General Alexander O'Reilly, a Spanish officer of renown, was sent, in 1769, to take possession of the country.

SPANISH TAKE POSSESSION.

(Gayarre's History of Louisiana.)

On the 15th August, 1769, the French Governor, Aubrey, went down the river to offer his respects to the new Spanish Governor, O'Reilly, who

was on his way up, and to come to an understanding with him as to the manner and time of taking possession of the colony. On consultation, they fixed the 18th for that ceremony. On the 16th, Aubrey returned to New Orleans, and issued a proclamation, enjoining the inhabitants of the town, and the most respectable among those of the neighboring country, to be at the *august ceremony and to be ready to present themselves to His Excellency Don Alexandro O'Reilly, in order to assure him of their entire submission, and of their inviolate fidelity to His Catholic Majesty.* On the 17th, in the morning, the whole Spanish fleet, numbering twenty-four sail appeared in front of New Orleans. Immediately all the necessary preparations were made for landing, and flying bridges were dropped from the vessels to the bank of the river. On the 18th, early in the day, the French Governor with a numerous train of officers came to compliment the new Governor, who went ashore in company with his visitors and proceeded with them to the house which was destined for him. But before 12 o'clock, O'Reilly returned to his fleet in order to prepare for the landing of the whole of his forces.

At 5 o'clock in the afternoon, a gun, fired by the flagship, gave the signal for the landing of the Spaniards. The French troops and the militia of the colony, with Aubrey at their head, were already drawn up in a line parallel to the river, in front of the ships, in that part of the public square which is nearest to the church. On the signal being heard the Spanish troops were seen pouring out of the fleet in solid columns, and moving with admirable precision to the points which had been designated to them. These troops, numbering some 2,600 men, were among the choicest of Spain, and had been picked by O'Reilly himself. With colors flying and with the rapidity of motion of the most practiced veterans, they marched on, battalions after battalions, exciting the admiration and the awe of the population by their martial aspect and their brilliant equipments. The heavy infantry drew themselves up in perpendiculars, on the right and left wings of the French, thus forming three sides of a square. Then came a heavy train of artillery of fifty guns, the light infantry and the companies of mountain riflemen (*fusileros de montañas*), with the cavalry, which was composed of forty dragoons and fifty mounted militia men from Havana. All these corps occupied the fourth side of the square near the river and in front of the French, who were drawn up near the Cathedral. All the vessels were dressed in their colors, and the riggings were alive with the Spanish sailors in their holiday apparel. On a sudden they gave five long and loud shouts of: "*Viva el Rey—Long live the King,*" to which the troops in the square responded in a similar manner. All the bells of the town pealed merrily; a simultaneous discharge from the guns of the twenty-four Spanish vessels enveloped the river in smoke; with emulous rapidity the fifty guns that were on the square roared out their salute,

making the ground tremble as if convulsed with an earthquake; all along the dark lines of the Spanish infantry flashed a sheet of fire, and the weaker voice of musketry, also shouting in jubilation, attempted to vie with the thunder of artillery. All this pomp and circumstance of war announced that General O'Reilly was landing.

He soon appeared in the square, where he was received with all the honors due to a Captain-general, drums beating, banners waving, and all sorts of musical instruments straining their brazen throats, and by their wild and soul-stirring sounds causing the heart to leap and the blood to run electrically through the hot veins. He was preceded by splendidly accoutered men who bore heavy silver maces, and the whole of his retinue, which was of the most imposing character, was well calculated to strike the imagination of the people. With a slightly halting gait, he advanced towards the French Governor, who, with the members of the Council and all the men of note in the colony, stood near a mast which supported the flag of France. Immediately behind O'Reilly followed the officers of the colonial administration of Louisiana, Don Joseph Loyola, the commissary of war and intendant; Don Estevan Gayarré, the contador, or royal comptroller, and Martin Navarro, the treasurer, who were to be restored to their respective functions, which had been interrupted by the revolution. "Sir," said O'Reilly to Aubrey, "I have already communicated to you the orders and the credentials with which I am provided, to take possession of this colony in the name of His Catholic Majesty, and also the instructions of His most Christian Majesty that it be delivered up to me. I beg you to read them aloud to the people." Aubrey complied with this request and then addressing the colonists, by whom he was surrounded, said: "Gentlemen, you have just heard the sacred orders of their most Christian and Catholic Majesties in relation to the Province of Louisiana, which is irrevocably ceded to the crown of Spain. From this moment you are the subjects of His Catholic Majesty, and by virtue of the orders of the King, my master, I absolve you from your oath of fidelity and obedience to His most Christian Majesty." Then turning to O'Reilly, Aubrey handed to him the keys of the gates of the town. The banner of France sunk from the head of the mast where it waved, and was replaced by that of Spain. Following the example and the orders of Aubrey, the French shouted five times, "Viva el Rey! —Long live the King!" which was repeated three times by the Spanish troops, who recommenced their firing in unison with the fleet. Then O'Reilly, followed by the principal Spanish officers, and accompanied by Aubrey and his retinue, proceeded to the Cathedral where he was received at the threshold by the clergy with all the honors of the Pallium, and with the other usual solemnities. The curate or vicar-general, in the name and on behalf of the people, addressed to the General a pathetic harangue, coupled with the most caressing protestations of fidelity on his part. The

General answered with concise eloquence, declaring his readiness to protect religion, to cause the ministers of the sanctuary to be respected, to support the authority of the King and the honor of his arms, to devote himself to the public good and to do justice to all. He then entered the church, where a *Te Deum* was sung, during which the troops and the fleet renewed their discharges in token of rejoicing. When the pious ceremony was over, O'Reilly and Aubrey returned to the public square, where all the Spanish troops filed off before the Governors *in the most redoubtable order and equipage*, says Aubrey, in one of his dispatches, and, after having saluted them retired to their respective quarters."

NEW ORLEANS FORTIFIED BY THE SPANISH.

In 1794, the Spanish Governor, Baron de Carondelet, fortified the city after a plan drawn by himself. His object was not only to provide for a defense from outside enemies, but to place his guns so that they could bear upon the town and keep the inhabitants in subjection. Collot, a French General, who visited New Orleans in 1796, described the fortifications as consisting "of five small forts and a great battery. On the side which fronts the river are two forts, which command the river and the road. Their shape is that of a regular pentagon, with a parapet eighteen feet thick, coated with brick, with a ditch and covered way. In each of these forts are barracks for the accommodation of one hundred and fifty men, and a powder magazine. Their artillery is composed of a dozen twelve and eighteen-pounders. Between these two forts—that is, that on the right, which is most considerable—is called "St. Charles," the other "St. Louis." In the rear, and to cover the city on the land side, are three other forts. There is one at each of the two salient angles of the long square forming the city, and a third between the two, a little beyond the line, so as to form an obtuse angle. These three forts have no covered way, and are not revetted, but are merely strengthened with friezes and palisades. They are armed with guns, and have accommodations for one hundred men. The one on the right is called Fort Burgundy, that on the left St. Ferdinand, and that of the middle St. Joseph. The five forts and the battery cross their fire with one another, and are connected by a ditch of forty feet in width by seven in depth. With the earth taken out of the ditch there has been formed on the inside a parapet three feet high, on which have been placed, closely serried, a line of twelve feet pickets. Back of these pickets is a small causeway. The earth has been cast so as to render the slope exceedingly easy and accessible. Three feet of water are always kept up in the moats, even during the driest season of the year, by means of ditches communicating with a draining canal. It cannot be denied that these miniature forts are well kept and trimmed up. But, particularly on account of their ridiculous distribution, and also on account of their want of capaciousness, they look more like playthings

intended for babies than military defenses. For there is not one which cannot be stormed, and which five hundred determined men could not carry sword in hand. Once a master of one of the principal forts, either St. Louis or St. Charles, the enemy would have no need of minding the others, because, bringing the guns to bear upon the city, it would be forced to capitulate immediately, or be burnt up in less than an hour and have its inhabitants destroyed, as none of the forts can admit of more than one hundred and fifty men. We believe that Monsieur de Carondelet, when he adopted this bad system of defense, thought more of securing the obedience of the subjects of his Catholic Majesty than of providing a defense against the attack of a foreign enemy, and, in this point of view, he may be said to have completely succeeded."

RETROCESSION OF LOUISIANA TO FRANCE.

A secret treaty was concluded on 1st of October, 1800, at San Ildefonso, between the King of Spain and Napoleon Bonaparte for the French Republic. By the third article of this treaty, the Duke of Parma, a Prince of the house of Bourbon, was put in possession of Tuscany, erected into a kingdom under the name of Etruria. As a compensation for this the Duke of Parma ceded to France the Duchy of Parma and its dependencies, and Spain ceded Louisiana back to France.

FRENCH RESUME POSSESSION OF LOUISIANA.

By the treaty of San Ildefonso, made on the 1st of October, 1800, Spain engaged herself to cede Louisiana to France. This treaty was kept secret, as France, who was then at war with England, feared that it would be seized by that power. France sold Louisiana to the United States, and appointed Laussat Prefect of the colony for the intervening time, and also commissioner to transfer the colony to the United States.

On the 30th of November, the Marquis of Casa-Calvo and Governor Salcedo, commissioners on the part of Spain, and Laussat, commissioner on the part of France, accompanied by a large retinue of the clergy, all the civil and military officers in the employ of France and Spain, and many other persons of distinction, met in the City Hall, where Laussat exhibited to the Spanish commissioners an order from the King of Spain for the delivery of the colony, and his credentials from the French Government to receive it. Thereupon, the keys of New Orleans were handed to Laussat, and Salcedo and Casa-Calvo declared that, from that moment, according to the powers vested in them, they put the French commissioners in possession of Louisiana and its dependencies, in all their extent, such as they were ceded by France to Spain and such as they remained under the successive treaties made between his Catholic Majesty and other Powers. They further declared that they absolved from their oath of fidelity and allegiance to the crown of Spain such of his Catholic Majesty's subjects in Louisiana as might choose to live under the authority of the French Re-

public. A record was made of these proceedings in French and Spanish, and the three commissioners walked to the main balcony, where the Spanish flag was saluted by a discharge of artillery on its descent from a pole erected on the public square in front of the City Hall; that of the French Republic was greeted in the same manner on its ascent. The square was occupied by the Spanish troops and some of the militia of the colony. It was remarked that the militia had mustered up with difficulty, and did not exceed one hundred and fifty men. It was an indication of an unfavorable feeling, which had been daily gaining strength, and which Laussat attributed, in his dispatches, to the intrigues of the Spanish authorities. Although the weather had been tempestuous in the preceeding night and in the morning and continued to be threatening, the crowd round the public square was immense and filled, not only the streets, but also the windows and even the very tops of the neighboring houses.

SALE OF LOUISIANA TO THE UNITED STATES.

Bonaparte fearing that England would seize Louisiana, authorized his ministers, Barbé Marbois and Talleyrand, to enter into negotiations with the United States, represented by Livingston and Monroe. The negotiations resulted in a treaty being signed at Paris on the 30th of April, 1803, by which France ceded Louisiana to the United States for fifteen millions of dollars, of which four millions were to be devoted to the payment of what was due by France to the citizens of the United States. When Bonaparte was informed of the conclusion of the treaty, he made the celebrated remark: "This accession of territory strengthens forever the power of the United States, and I have just given to England a maritime rival that will, sooner or later, humble her pride."

AMERICANS TAKE POSSESSION OF LOUISIANA.

(From Gayarre's History of Louisiana.)

"On Tuesday, the 20th of December, 1803, the French Prefect, Laussat, ordered all the militia companies to be drawn up under arms, on the public square, in front of the City Hall. The crowd of spectators was immense, and the finest weather favored the curiosity of the public. The Commissioners of the United States, Claiborne and Wilkinson, arrived at the gates of the city with their troops, and, before entering, were reconnoitered, according to military usages, by a company of the militia grenadiers. The American troops, on entering the city, were greeted with a salute of twenty-one guns from the forts, and formed on the opposite side of the square, facing the militia. At the City Hall, the Commissioners of the United States exhibited their powers to Laussat. The credentials were publicly read, next the treaty of cession, the powers of the French Commissioner, and, finally, the procès-verbal. The Prefect proclaimed the delivery of the Province to the United States, handed the keys of the city to Claiborne, and declared that he absolved from their allegiance to the

French Republic such of the inhabitants as might choose to pass under the new domination. Claiborne now rose, and offered to the people his congratulations on the event which irrevocably fixed their political existence and no longer left it open to the caprices of chance. He assured them that the United States received them as brothers, and would hasten to extend to them a participation in the invaluable rights forming the basis of their own unexampled prosperity, and that, in the meanwhile, the people would be protected in the enjoyment of their liberty, property, and religion; that their commerce would be favored, and their agriculture encouraged. He recommended them to promote political information in the Province, and to guide the rising generation in the paths of Republican energy and virtue. The three Commissioners then went to one of the balconies of the City Hall. On their making their appearance, the French flag, that was floating at the top of a pole in the middle of the square, came down, and the American flag went up. When they met half way a gun was fired as a signal, and immediately the land batteries began their discharges, which were responded to by armed vessels in the river. A group of American citizens, who stood at a corner of the square, waved their hats in token of respect for their country's flag, and a few of them greeted it with their voices; no emotion was manifested by any other part of the crowd. The colonists did not appear conscious that they were reaching the *Latium sides ubi fata quictos ostendunt*. Laussat then presented the American Commissioners to the militia, and delivered to them the command of that body. Afterwards, Claiborne and Wilkinson proceeded to have all the posts and guard-houses occupied by their troops. Thus ended the French domination, if it can be so called, twenty days after it had begun. The Spanish Government had lasted thirty-four years and a few months."

LOUISIANA AS A TERRITORY.

Claiborne was appointed Governor of the province by the President, and immediately proceeded to organize a government. In 1804, an act was passed by Congress dividing Louisiana into two parts. The upper portion was called the District of Louisiana, with St. Louis for a capital, and the lower portion the Territory of Orleans, with New Orleans as the capital. This act remained in force until 1805, when a new act was passed reorganizing the Territory of Orleans, with an elective legislative council.

LOUISIANA ADMITTED TO THE UNION AS A STATE.

In 1812, Congress called a Constitutional Convention. This Convention adopted a Constitution, modeled after that of Kentucky, and, April 8th, 1812, Congress passed the act admitting Louisiana into the Union as the eighteenth State. A portion of West Florida, that is, the country east of the Mississippi and north of Lake Pontchartrain, was annexed, and Louisiana thus constituted, and comprising 41,347 square miles,

became one of the United States of America, and Claiborne was elected the first Governor of the new State. During the administration of Governor Claiborne, the United States, being at war with England, an expedition was sent by the British against New Orleans, which resulted disastrously to the invaders.

Battle of New Orleans.

The British expedition against New Orleans rendezvoused at Negril bay, Jamaica, under Sir Alexander Cochrane, on the 24th November, 1814. It consisted of at least fifty sail, carrying more than a thousand guns. On the 9th of December, the flag ship *Tonnant*, the same which was captured from the French at Aboukir by Nelson, led the way into Lake Borgue and came in sight of the coast of Louisiana. After an engagement with a small flotilla of the Americans guarding that lake, the British determined to make a landing near the mouth of Bayou Bienvenu, a small stream which had its rise in the rear of the plantation bordering the Mississippi River at a point about six miles below the city of New Orleans.

LANDING OF THE BRITISH.

On the morning of the 23d, the troops were embarked on small boats, and, ascending the bayou, until the firm land was reached, disembarked and marched to the river, which they reached, at noonday, without General Jackson being aware of their approach. Had General Keane, the British commander, continued advancing nothing would have prevented his marching into the city, six miles distant, as he met no opposition in any quarter. General Jackson, the American commander, gathered his little forces together and marched down at once to meet the enemy. Halting at the Rodriguez Canal, about two miles from the British camp, Jackson made this ditch, running perpendicularly from the river to the swamp, the base of his operations. Night came on but Jackson at once attacked the British and a skirmish ensued, the result of which was favorable to the Americans. The English continued to bring up reinforcements of men and guns from the fleet, and constant skirmishing took place. General Sir Edward Pakenham, a distinguished veteran of the peninsular war, and a brother-in-law of the Duke of Wellington, arrived and assumed command. Extensive preparations were immediately made to make an attack on the American lines.

JACKSON'S LINES.

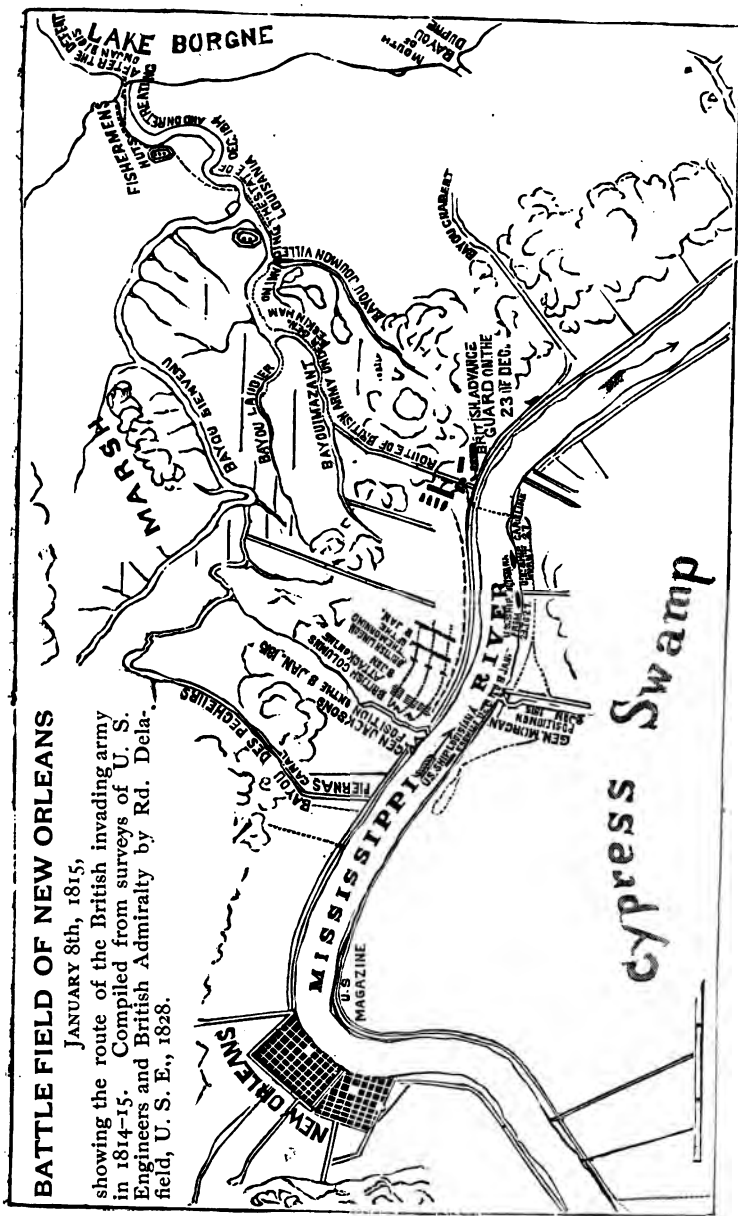
(From Walker's Jackson and New Orleans.)

"Jackson's lines had been daily strengthened, the men working incessantly on them, widening and deepening the ditch, and increasing the height and bulk of the parapet. On the 6th (of January), some of the more scientific officers suggested to Jackson to strengthen the right by throwing up a redoubt, or horn-work, in which some cannon could be planted to enfilade the front of his lines, and defend the extreme right of

BATTLE FIELD OF NEW ORLEANS

JANUARY 8th, 1815,

showing the route of the British invading army in 1814-15. Compiled from surveys of U. S. Engineers and British Admiralty by Rd. Delafield, U. S. E., 1828.



his position. When Jackson saw a plan of the work he condemned it, but was persuaded to allow it to be built. It was accordingly thrown up, with three embrasures, which commanded the road, the river bank and flanked the front of the lines. A shallow ditch that had run dry by the falling of the river, surrounded the redoubt, which had not been completed on the night of the 7th.

Let us survey these famous lines of Jackson's. Time has spared many memorials of the great achievements which we relate. The scene of these events has experienced slighter changes in the last forty years than the arena of any similar occurrences in this land of change and progress. As if to rebuke the deficiencies of our historical records, nature has preserved (1860) in almost their original state the physical characteristics of the scenery associated with the most glorious triumphs of the American arms. The reader need only acquaint himself with the leading facts of the campaign, and then proceed six miles below the city, he may take his position on the gallery of Macarté where Jackson himself stood on the afternoon of the 7th January, 1815, closely observing through a telescope the movements in the British camp, situated two miles down the river. Here he will command a splendid view of the whole scene of the campaign. He will perceive the embankment, somewhat worn by time and the elements, behind which Jackson's men stationed themselves. He can trace it clearly and distinctly from the river to the swamp in which it is lost to view. It becomes more distinct as it approaches the swamp, the ground near the river having been more exposed to the action of the plow and the tramp of men and cattle. The river having caved some hundred or two feet, the line of the levee has been slightly changed, and the road has worn away the mound and the vestiges of the redoubt on the extreme right. There is a handsome villa, quite ancient, too, in its aspect, standing near the road in the centre of the lines and about a hundred yards from the ditch. This, however, has been built since the war. Chalmette's buildings, which were destroyed by the Americans to give full play to their artillery, were at least two hundred yards in rear of this edifice. All else is as it was in 1815. Jackson's headquarters are nearly concealed by a luxuriant growth of the graceful cedars and cypress, which here assume the most symmetrical proportions, tapering off into the most perfect cones and pyramids. A thick orange hedge almost excludes a glimpse into the handsome garden, where bloom all the flowers and shrubs of this rich and benignant clime. * * * * The plain of Chalmette, thus named after the owner of the ground in front of Jackson's lines, has the same dimensions now that it had then. It is an unbroken level, usually when not in cane, covered with a luxuriant growth of stubble or weeds, and cut up into numerous small ditches. Solitary live oaks, reverently spared by the plowman, loom out grandly at long distances apart, from the grey or brown plain.

The swamp, too, has preserved its line of separation from the fields. It presents the same contour as in 1815, with that identical bulge or projection within two or three hundred yards of Jackson's lines, which served as a cover for the British in their advance. Near the swamp and within it for some distance, the mound erected by the Tennesseans is almost as prominent and clearly defined as it was when the gallant bush-fighters rested their long rifles on its summit. * * * * Jackson's lines were drawn along an old mill race which separated the plantations of Rodríguez (Macarté's) and Chalmette. In the early days of the State, mills were located at the heads of canals, which were dug from the river towards the swamp, and through them a large body of water was projected from the river, the surface of which is several feet higher than the land in the rear. Rodríguez's canal had long been abandoned and was nearly filled up with dirt and grass, so that it presented the appearance of a simple draining ditch. This position recommended itself to Jackson by the fact that it left him the smallest space between the river and the swamp to defend. To this point he marched his army on the 24th, and ordered his men to widen the the canal in front, throwing up the dirt into a parapet. Owing to the irregular, independent, and hurried manner in which the parapet was thrown up, the men being continuously at work on it from the 24th December to the 7th January, it presented when completed, quite an irregular appearance. In some places being twenty feet thick, and in others of scarcely sufficient solidity to resist the enemy's balls; in some places having a height sufficient to conceal the tallest men, and in others hardly reaching the belt of an ordinary sized person. The mound was composed entirely of earth dug from the canal and the field in the rear. The experiment of using cotton bales and other articles had been discarded, and the elastic, tenacious soil of the alluvium preferred to all other materials, being superior for such uses to even brick and granite. The lines extended a mile and a half from the river to the woods, and then penetrated the swamp as far as it was deemed possible to turn them, resting on the extreme on an impassable swamp. That part of the lines which passed through the woods was frail and rude, not being made to resist artillery. The average height of the parapet was five feet.

AMERICAN FORCES.

Jackson's whole force on the bank of the river amounted to 4,000 men, but his lines were occupied by only 3,200. The army was divided into two divisions. The troops from the right to the left of the 44th were under command of Colonel Ross, acting Brigadier-General, and the left of the line under Carroll and Coffee, the former as Major-General and the latter as Brigadier-General.

BRITISH FORCES.

The British army, under Sir Edward Packenham, now consisted of ten thousand of the best soldiers in the world, which were divided into

three brigades, under Generals Lambert, Gibbs, and Keane. Besides these, there was a strong force of marines and sailors from the fleet.

PLAN OF ATTACK.

The plan of Packenham was as follows: Colonel Thornton, with a detachment of 1,400 men and three carronades, was directed to embark in barges, and to cross the river during the night of the 7th, and steal upon the small body of Americans posted on the right bank of the river. On the left bank, Gibbs, with the 44th, 21st, and 4th Regiments, at a signal to be given, would storm the American left, where it was deemed the weakest; whilst Keane, with the 93d, 95th, and the light companies of the 7th, 43d, and some of the West India troops, would threaten the American right—drawing his fire, and taking advantage of any opportunity that might occur for a blow at him. On the left, the two British batteries destroyed on the 1st were to be restored, and armed with six or eight eighteen-pounders, were to engage and keep employed the American batteries on the right, and thereby prevent them from opening on the storming column. The advance of the latter were to carry fascines, or bundles of canes, with which to fill up the ditch, and ladders on which to mount the parapet.

THE ATTACK.

Before day, Gibbs' and Keane's men were aroused from their lairs, and, forming, advanced in line some distance in front of the pickets, about 400 or 500 yards from the American lines. Here they remained, listening in anxious suspense for the firing on the other side of the river. Not a sound could be heard across the calm surface of the great, silent Mississippi. A thick fog involved the army, and shut out all in front and rear from their view. The minutes, the hours flew rapidly by, and not a sound of Thornton could be heard. The truth was, that gallant officer had not even landed his men when Gibbs began to form his column for the advance. The mist was now breaking. The American flag, on its lofty staff in the centre of Jackson's lines, began to wave its striped and starry folds above the vapory exhalations from the earth within full view of the British lines, and the dark mound, behind which the guardians of that standard stood with arms at rest, became faintly visible. On the mound stood many a sharp-eyed soldier, painfully stretching his vision to catch the first glance of the enemy, that he might announce his approach, or have the first fire at him. This honor was reserved to Lieutenant Spotts, who, perceiving a faint red line several hundred yards in front, discharged his heavy gun at it. Slowly the fog rolled up and thinned off, revealing the whole British line, stretching across two-thirds of the plain. At the same moment a rocket shot up near the river, another on the right, near the swamp, and then the long line seemed to melt away suddenly,

puzzling the American gunners, who were just bringing their pieces to bear upon it: But the British had only changed their position, and then deployed into column of companies.

THE BATTLE.

Forming his column of attack in admirable order, Gibbs now advanced towards the wood, so as to have its cover, the 44th in front, followed by the 21st and 4th. The column passed the redoubt on the extreme right of the British, near the swamp, where the men of the 44th were directed to pack the ladders and fascines, at the same time stacking their muskets. The batteries of Spotts' No. 6, and Garrique's No. 7, and the Howitzer No. 8, now began to play upon the column with some effect. There was no time to spare. The 44th, with the rest of the column, rushed past the redoubt, some of the men picking up a few fascines and ladders as they marched, and, fronting towards the American lines, advanced steadily in compact column, bearing their muskets at a shoulder. In his advance, Gibbs obliques towards the wood, so as to be covered by the projection of the swamp. But he could not elude the fire of the batteries, which began to pour round and grape-shot into his lines with destructive effect. It was at this moment whispered through the column that the 44th had not brought the ladders and fascines. Pakenham hearing it, rode to the front, and discovered that it was but too true. He immediately called out to Colonel Mullens, who was at the head of his regiment, "To file to the rear and proceed to the redoubt, execute the order, and return as soon as possible with his regiment." The execution of this order produced some confusion in the column, and some delay in its advance. Gibbs, indignant at the disturbance and the disobedience of Mullens, and perceiving his men falling around him, exclaimed in a loud voice, "Let me live till to-morrow and I'll hang him to the highest tree in that swamp." But the column could not stand there exposed to the terrible fire of the American batteries waiting for the 44th, and so Gibbs ordered them forward. On they went, the 21st and 4th, in solid, compact column, the men hurraing, and the rocketers covering their front with a blaze of their combustibles. The American batteries we have named were now playing upon them with awful effect, cutting great lanes through the column from front to rear, and huge gaps in their flanks. These intervals were, however, quickly filled up by the gallant red-coats. The column advanced without pause or recoil steadily towards Spotts' long eighteen, and Chauveau's six. Carroll's men were all in their places, with guns sighted on the summit of the parapet, whilst the Kentuckians, in two lines, stood behind, ready to take the places of the Tennesseans as soon as their pieces were discharged, thus making four lines in this part of the entrenchment. There they stood, all as firm as veterans, as cool and calculating as American frontiersmen. All the batteries on the

American line, including Patterson's marine battery on the right bank, began now to join those on the left in hurling a tornado of iron missiles into that serried, scarlet column, which shook and oscillated like a huge painted ship tossed on an angry sea.

"Stand to your guns," cried Jackson, as he glanced along the line; "don't waste your ammunition—see that every shot tells." Again he exclaimed, "Give it to them, boys; let us finish the business to-day." The confused and reeling army of red-coats had approached within two hundred yards of the ditch, when the loud command of Carroll, "Fire! fire!" rang through the lines. The order was obeyed, not hurriedly, excitedly, and confused, but calmly and deliberately, by the whole of Carroll's command, commencing on the left of the 44th. The men had previously calculated the range of their guns, and not a shot was thrown away. Their bullets swept through the British column, cutting down the men by scores, and causing its head and flank to melt away, like snow before a torrent. Nor was it one, or several discharges, followed by pauses and intervals; but the fire was kept up without interruption—the front men firing and falling back to load. Thus the four lines, two Tennesseans and two Kentuckians, sharing the labor and glory of the most rapid and destructive fusilade ever poured into a column of soldiers. For several minutes did that terrible, incessant fire blaze along Carroll's front, and that rolling, deafening, prolonged thunder fill the ears and confuse the sense of the astounded Britons.

There were scarcely more than fifteen hundred pieces brought to bear on the British column, but in the hands of Tennesseans and Kentuckians they were made as effective as ten times that number, fired by regulars of the best armies of Europe. Against this terrible fire, Gibbs boldly led his column. It is no reflection upon even those veterans to say that they halted, wavered, and shrunk at times, when the crash of the bullets became most terrible, when they were thus shot down by a foe whom they could not see. But the gallant Peninsular officers threw themselves in front, inciting and arousing their men by every appeal, and by the most brilliant examples of courage. The men cried out, "Where are the 44th? If we get to the ditch we have no means of scaling the lines!" "Here come the 44th! Here come the 44th!" shouted Gibbs. This assurance restored order and confidence in the ranks. There came at least a detachment of the 44th, with Pakenham himself at their head, rallying and inspiring them by appeals to their ancient fame—reminding them of the glory they had acquired in Egypt and elsewhere, and addressing them as his "countrymen," (the 44th were mostly Irish). The men came up gallantly enough, bearing their ladders and fascines, but their Colonel was far in the rear, being unable, even with the assistance of a servant, to reach his post over the rough field. Pakenham led them forward, and

they were soon breasting the storm of bullets with the rest of the column. At this moment Packenham's bridle arm was struck by a ball and his horse killed by another. He then mounted the small black Creole pony of his aid, Captain McDougall, and pressed forward. But the column had advanced now as far as it could get. Most of the regimental officers were cut down. Patterson, of the 21st; Brooks, of the 4th; and Debbrijs, of the 44th, were all disabled at the heads of their regiments. There were not officers enough to command, and the column began now to break into detachments, some pushing forward to the ditch, but the greater part falling back to the rear and to the swamp, until the whole front was cleared. They were soon rallied at the ditch, were reformed, and throwing off their knapsacks, advanced again.

Keane, judging very rashly that the moment had arrived for him to act, now wheeled his line into column (it had been, as we have seen, intended as a reserve to threaten, without advancing upon the American lines), and, with the 93d in front, pushed forward to act his part in the bloody tragedy. The gallant and stalwart Highlanders, nine hundred strong, strode across the ensanguined field with their heavy, solid, massive front of a hundred men, and their bright muskets glittering in the morning sun, which now began to scatter a few rays over the field of strife. Onward pressed the Tartan warriors, regardless of the concentrated fire of the batteries, which now poured their iron hail into their ranks. At a more rapid pace than the other column, the 93d rushed forward into the very maelstrom of Carroll's musketry, which swept the field as if with a huge scythe. The gallant Dale, colonel of the regiment, fulfilled his prophecy, and fell at the head of his regiment. Major Creagh then took the command. Incited by the example of the 93d, the remnant of Gibbs' Brigade again came up, with Packenham on their left and Gibbs on the right. They had approached within a hundred yards of the lines.

At this moment the standard-bearer of the 93d feeling something rubbing against his epaulette, turned, and perceived through the smoke the small black horse which Packenham now rode. It was led by his aid, as he seemed to have no use of his right arm. In his left hand he held his cap, which he waved in the air, crying out, "Hurrah! Brave Highlanders!" At this instant there was a terrible crash, as if the contents of one of the big guns of the Americans had fallen on the spot, killing and wounding nearly all who were near. It was then that the ensign of the 93d saw the horse of Packenham fall, and the General roll from the saddle into the arms of Captain McDougall, who sprang forward to receive him. A grape-shot had struck the General on the thigh, and passed through his horse, killing the latter immediately. As Captain McDougall and some of the men were raising the General, another ball struck him in the groin, which produced an immediate paralysis. The wounded and dying General

was borne to the rear, and laid down in the shade of a venerable live oak, standing in the centre of the field, beyond the reach of the American guns. In a few minutes the gallant young officer breathed his last. The old oak, under which Pakenham yielded up his soul still stands, bent and twisted by time and many tempests.

Gibbs fared even worse than Pakenham, for desperately wounded shortly after the fall of the General-in-Chief, he, too, was borne to the rear, and lingered many, many hours in horrible agony, until the day after, when death came to his relief. Keane, also, fell badly wounded, being shot through the neck, and was carried off the field. There were now no field officers left to command or rally the broken column. Major Wilkinson, Brigade Major, shouted to the men to follow, and pushed forward.

Followed and aided by Lieutenant Lavack and twenty men, he succeeded in passing the ditch, and had clambered up the breastwork, when just as he raised his head and shoulders over its summit, a dozen guns were brought to bear against him, and the exposed portions of his body were riddled with bullets. He had, however, strength to raise himself, and fell upon the parapet.

After the fall of Wilkinson, the men who followed him threw themselves into the ditch. Some made feeble efforts to climb up the parapet, but it was too slippery, and they rolled into the fosse. The majority, however, were satisfied to cower under the protection of the entrenchment, where they were allowed a momentary respite and shelter from the American fire. The remainder of the column, broken, disorganized, and panic-stricken, retired in confusion and terror, each regiment leaving two-thirds of its men dead or wounded on the field. The 93d, which had advanced with nine hundred men and twenty-five officers, could muster but one hundred and thirty men and nine officers, who now stole rapidly from the bloody field, their bold courage all changed into wild dismay. The other regiments suffered in like manner, especially the 21st, which had lost five hundred men. The fragments of the two gallant brigades fell back precipitately toward the rear.

At this moment, Lambert, hearing of the death of Pakenham, and the severe wounds of Gibbs and Keane, advanced slowly and cautiously with the reserve. Just before he received his last wound, Pakenham had ordered Sir John Tyndell, one of his staff, to order up the reserve. As the bugler was about to sound the "advance," by order of Sir John, his right arm was struck with a ball, and his bugle fell to the ground. The order was accordingly never given, and the reserve only marched up to cover the retreat of the broken columns of the two other brigades.

Thus, in less than twenty-five minutes, was the main attack of the British most disastrously repelled, and the two brigades nearly destroyed. On their left they had achieved a slight success, which threatened serious